John McDowell

Gazette of the United States, and Philadelphia Daily Advertiser.

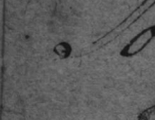
By JOHN FENNO, No. 119 Chesnut Street.

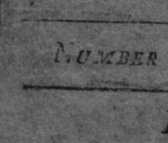
NUMBER 1512.] PHILADELPHIA: FRIDAY EVENING, JULY 14, 1797. [VOLUME XII.

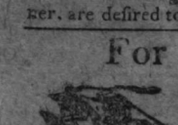
For Boston,
The Schooner
SALLY,
ASA SCUDDER, Master,
NOW lying at Chesnut-street wharf; will sail in a few days. For freight or passage, apply to the Captain on board, or to
Joseph Anthony, & Co.
For Sale on board said Scooner,
A few barrels of flat MACKAREL.
July 13. *5t
Persons having freight on board the said schooner. are desired to call immediately for the same.

For New-York,

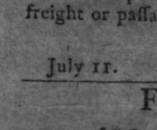
THE BRIG
Little Sally,
James Taylor, Master,
LYING at Chesnut-street wharf, will sail in a few days, and take freight very low. Apply on board, or to
Joseph Anthony & Co.
July 12. d3t

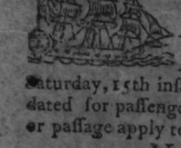
For Amsterdam.

THE SHIP
Four Friends,
JOSEPH GLENN, Master;
WILL sail with all convenient speed, the greater part of her cargo being ready. For freight or passage apply to the captain on board, or
Jesse & Rob. Waln.
July 11. dtf

For Savannah,

The Ship
SWIFT PACKET,
Patrick Gribben, Master,
NOW lying at Wilcocks' wharf, and will positively sail on Saturday, 15th inst. She is handsomely accommodated for passengers, and sails well. For freight or passage apply to the master on board, or
N. & J. Frazier,
No. 95, South Front-street.
WHO HAVE FOR SALE,
Prime Rice in whole and half tierces.
July 8. $t15th

For Hamburgh,

THE SHIP
CHARLOTTE,
C. F. Danenberger, Master.
WILL be ready to receive the cargo in a few days, and is a fast sailing staunch, good vessel, well found—For freight or passage, apply to
George Pennock,
No. 103, *Market-street.*
July 7. 3aw3w

LANDING,
At Walnut-street wharf, from on boad ship Manchester, Benj. Shewell, master, from Bourdeaux,
Bourdeaux Brandy
Old Claret in hhds.
Medoc Wine in cases
Sauterne do. do.
For Sale by
Thomas Murgatroyd,
No. 11, *Walnut-street.*

Said Ship for Freight or Charter,

Burthen 280 tons, Philadelphia built of live Oak and Cedar, will be ready to sail in a few days. Apply as above.
July 5. mwf

For Sale,

The fine and remarkably fast sailing Schooner
Virginia and Philadelphia Packet,
Burthen about 100 tons. For terms apply to
Ross & Simson.
June 12. dtf

For Sale,
The cargo of the brig Enterprize, Captain Langdon from Bourdeaux, now landing at Morton's wharf,
CONSITING OF
524 hhds. of Claret
217 cases of ditto
100 cases of Sweet Oil
110 pipes London proof
10 pipes of Holland proof } BRANDY. } Entitled to drawback.
Apply to
Wharton & Lewis,
No. 115, South Front St.

Said Brig,

WILL take a FREIGHT for the West-Indies or Europe, sails fast, burthen about fifteen hundred barrels, is in complete order, and will be ready to receive a cargo in a few days
Apply as above.
May 24 §

The Subscriber
GIVES notice to all to whom he may be indebted, that he intends to embark for Europe in a few days; and that he will not pay any demands which shall not be presented to him prior to his departure.
WM. SMITH, of South-Carolina.
No. 104, Spruce-street.
Philadelphia, 11th July. t4

The Shareholders
Of the Pennsylvania Population Company,
ARE requested to meet at the Company's Office, No 53, North Fourth Street, on Saturday the 15th inst. at 12 o'clock.
By order of the Board,
SOLOMON MARACHE, Sec'ry.
July 1. §16t.

Bank of North America.
July 1, 1797.
At a meeting of the Directors this day, a dividend of SIX PER CENT. was declared for the last half year, which will be paid to the Stockholders or their representatives, at any time after the 10th inst.
July 1. d&w.

LANDING
From on board ship Mancheser, Benj. Shewell, master, from Bourdeaux,
Bourdeaux Brandy
Old Claret in hhds.
Medoc Wine in cases
Sauterne do. do.
For Sale by
Thomas Murgatroyd,
No. 11, *Walnut-street.*

LANDING,
AT South-street Wharf, from on board schooner Expedition, Captain Harding Williams, from St. Thomas, a Cargo of
Coffee, Sugar, and Rum.
For Sale by
F. Coppinger,
No. 221, *South Front-street.*
July 10. §10t

Wants Employment,
IN a store, a Man who can be well recommended, writes a good hand, and understands accompts. Apply at No. 50, North Fifth Street, and Cherry-alley.——Any reputable place will suit.
July 10. *3t

A Wet Nurse Wanted.
A Healthy Woman with a good breast of milk, may hear of a place by applying at the Printing Office of this paper.
July 10. *3t

Health-Office, Philadelphia, 7th June, 1797.
THE *Board of Health* offer to rent out the NEW CITY HOSPITAL, usually called The *Wigwam.*
It may be occupied as a Tavern, for which there are excellent accommodations. The person taking it must be capable and willing to act in the capacity of a Steward; in case a contageous disease in the city, should at any time render it necessary to make use of the premises as a Hospital. It cannot therefore be let for any limited time—and the red painted frame building is to be reserved. *Proposals* in writing will be received at this office, stating what rent will be allowed under the foregoing circumstances. None need apply without being able to produce the best recommendations.
JOHN MILLER, Jun.
Chairman of the Board of Health.
July 8. §

POST-OFFICE.
Philadelphia, 6th July, '97.
THE mail for New Castle, Cantwell's bridge, Duck Creek cross roads, Dover, Frederica, Milford, George Town (in the place of Clowes) and Dagsborough, in Delaware; Trap and Snowhill, in Maryland; Horn Town, Accomack C. H. and Northampton C. H. in Virginia; will be closed every Monday, Wednesday, and Friday, at sun set. 18t

THE FOLLOWING VALUABLE
Tracts of Land,
IN the county of Glynn and state of Georgia, will be sold by public sale, at eight o'clock on the evening of Tuesday the 27th day of June next, at the Merchants Coffee-House in this city, unless previously disposed of by private sale.
1st. 7000 acres on St. Simons Sound at the confluence of Frederica and Turtle rivers, adjoining the commons of the town of Brunswick, originally granted to John Howell, and within 6 miles of the Atlantic ocean.
2d. 25,000 acres on the head waters of a branch of the great Sattilla, originally granted to Ferdinand O'Neal.
3d. 50,000 acres on the waters of the little Satilla river, and of Buffaloe and Alexanders Creeks; the great Satilla road passes through these lands, which were originally granted to Ferdinand O'Neal.
4th. 50,000 acres on the great Satilla river, which are also intersected by a branch of the little Satilla, and were originally grated ton Thomas Spalding.
It appears by authentic certificates from Thomas Davis, surveyor, and from Major Hopkins now residing in Philadelphia, that the body of these lands are not thirty miles from the ocean, and principally within tide water; that the Alatamaha is navigable for boats and rafts two hundred miles above, and for large vessels within ten miles of them; that they are chiefly first rate pine lands, producing timber equal in quality to any in the state of Georgia, possessing the same advantages of navigation. The abovementioned certificates, together with the patents, drafts, and other papers respecting the title, which is complete and unincumbered, are in the possession of the subscribers and may be seen by applying to Benjamin R. Morgan, at No. 41 Mulberry Street. The terms of payment will be one third cash, the remaining two thirds in good negotiable endors'd notes, payable in three and six months after the sale; a conveyance to be made to each purchaser on the payment of that moiety of the notes received from him which becomes first due.
THOMAS FITZSIMONS,
JEREMIAH PARKER,
BENJAMIN R. MORGAN.
Philadelphia, May 31, 1797. eodtf.

C. E. Whitlock,
DENTIST,
RESPECTFULLY informs the Ladies and Gentlemen of Philadelphia and its vicinity, that he continues to perform all operations on the Teeth; supplies the deficiencies of nature with artificial or real teeth, in all the various modes of fixing—Cleans, files, regulates, extracts, and fills decayed teeth with gold or lead, &c. &c. He waits upon Ladies and Gentlemen at their houses, and will be happy to receive their commands by note, at Mrs. FINCH's, No. 68 north Eighth street, or at his house. next to the Black Horse Tavern, on the Frankford road.

	Dollars.
Scaling and cleaning	5
Artificial teeth, with enamel, per tooth,	5
Do. in gold sockets or screws	7
Natural teeth with ligatures	7
Do. on gold or ivory sockets, or gold screws	10
Filing and cutting away decay—each decay	1
Filling with gold	2
Do. with lead	1
Extracting (to the families who employ him as dentist)	1
Do. where not employed	2
Tooth powder of his own preparing	1
Brushes, best London manufacture	25 cents.

Regulating, &c. according to the operation.
*** C. WHITLOCK will sell the time of a Negro Man;—he is honest and sober, and has about 5 years and a half to serve. Enquire as above.
June 15 §3tthtf

Received by the Indostan,
From Madras,
A SMALL invoice consisting of the following Coast Goods, viz.
Blue Cloths
Long Cloths, 14 punjums
Do. do. sirie
Madrass Handkerchiefs, and
Book Muslins
WILLING & FRANCIS.
March 27. 3aw

New Hat and Hosiery Store.
Just Imported,
In the ships William Penn and Star, from London, and now opening by
WILLIAM M'DOUGALL,
AT his new Hat and Hosiery Store, No. 134, Market street—
An elegant assortment of silk, cotton and thread Stockings
Silk, cotton and thread Gloves
Pantaloons, &c. &c.
Likewise, a handsome assortment of men's, women's, and children's fashionable Hats, suitable for the Season.
A considerable quantity of low and middle priced HATS assorted in cases, intended for country stores
May 23. taw

The Commissioners
FOR carrying into effect the sixth article of the treaty of amity, commerce and navigation, concluded between his Britannic majesty and the United States of America, on the 19th day of November, 1794, having this day constituted their Board, pursuant and agreeably to the said treaty, do hereby give notice, that they are ready to proceed to business accordingly; and they desire that all claims under the said article (which so far as the same describes the cases thereby provided for, is hereunto annexed) may be lodged with their Secretary without delay.
They further desire that all such claims may not only state in what manner the several cases come within the description of the said article, but also specially set forth the nature of the evidence by which the claimants respectively undertake to substantiate the same.
Extract from the said article,
"Whereas it is alledged by divers British merchants, and others his majesty's subjects, that debts to a considerable amount, which were bona "fide contracted, before the peace, still remain "owing to them by citizens or inhabi[illegible] of the "United States; and that by the operation of various lawful impediments, since the peace, not "only the full recovery of the said debts has been "delayed, but also the value and security thereof "have been in several instances impaired and lessened, so that by the ordinary course of judicial "proceedings, the British creditors cannot now "obtain and actually have and receive full and "adequate compensation for the losses and damages which they have thereby sustained: It is agreed that in all such cases where full compensation for such losses and damages cannot for whatever reason be actually obtained, had and received by the said creditors in the ordinary course "of justice, the United States will make full and "complete compensation for the same to the said "creditors: but it is distinctly understood, that "this provision is to extend to such losses only as "have been occasioned by the lawful impediments "aforesaid, and is not to extend to losses occasioned by such insolvency of the debtors or other "causes, as would equally have operated to produce such loss, if the said impediments had not "existed; nor to such losses or damages as have "been occasioned by the manifest delay, or negligence, or wilful omission of the claimant."
By order of the Board,
GRIFFITH EVANS,
Secretary.
Philadelphia, Commissioners' Office, No. 3 south Sixth-street, May 29, 1797. §6—5tm

THE SUBSCRIBER having been appointed by the Envoy Extraordinary and Minister Plenipotentiary of his Britannic Majesty, General Agent for assisting British creditors, and such particular agents as they may specially authorize, in prosecuting their claims before the commissioners for carrying into effect the sixth article of the *Treaty of Amity, Commerce and Navigation between his Britannic Majesty and the United States of America,* hereby gives notice that he has opened his office at his house the south east corner of Chesnut and fifth streets, Philadelphia, where he is ready to receive all claims or instructions for claims with the vouchers and documents thereof, for the purpose of bringing forward the same agreeably to the rules and orders which the board may think proper to prescribe.
And as it will be for the interest of all concerned, that the several claims be so stated, and supported, as to prevent the delay which would arise from the necessity of obtaining further information, or additional materials, from persons residing at a distance, the general agent thinks it his duty to add, (for the direction chiefly of those, who, not having employed particular agents, may leave the prosecution of their claims to his charge and management) that all such claims ought in particular to set forth—
1st. The proper description and situation of the creditor or claimant, and original debtor, respectively.
2d. The date and nature of the original contract or debt.
3d. When, in what manner, and to what extent, the creditor or claimant was prevented or impeded, by the provision, operation or defect of law, the decisions and practice of courts, or restraint of execution, from recovering payment of the debt in question.
4th. The loss and damage incurred or sustained, in consequence of such impediments, whether the same may have arisen from the insolveney, change of situation, or death of the debtor, the loss of legal remedy from lapse of time, or other causes impairing the value and security of the debt, which would not have so operated if such impediments had not existed.
And 5th. The particular grounds and reasons on which the claimant maintains, in the terms of the treaty, that "by the ordinary course of judicial proings, the creditor cannot now obtain and actually have and receive full and adequate compensation" for the losses and damages so sustained.
The general agent thinks it his duty further to suggest that the several claims ought to be accompanied and supported by the affidavits of the claimants duly sworn and regularly attested, both as to the existence of the debts claimed, and such other circumstances as may be within their own knowledge respectively. And wherever the claimants in stating the nature of their evidence (which must in every instance be the best of which the case is capable) have occasion to refer to the testimony of witnesses, it will be proper to apprise the general agent of the names and places of residence of such witnesses and the facts to be established by their testimony.
Wm. Moore Smith.
Philadelphia, June 8th, 1797. d1m

For Sale,
That well known place, called VANDEGRIFT'S FERRY,
ON Neshaminy creek, 18 miles from Philadelphia, on the New York post road, containing 74 acres and 94 perches. Upon the premises are a large two story stone house occupied as a tvern, and a good one story stone kitchen, a large frame stable with a good threshing floor, and some out buildings—also a well of good water, and an excellent ice House. On this place is a most elegant situation for a gentleman's seat, commanding a view of the Neshaminy to its junction with the Delaware, and thence across to the Jersey shore. It has the privilege of one half the toll received from the bridge.
For terms apply to the Subscriber,
MORDECAI LEWIS.
May 24. 2tawtf.

Philadelphia and Lancaster Turnpike Company.
July 10th, 1797.
AT a meeting of the President and Managers, a dividend of seven and a half dollars per share was declared for the last half year, which will be retained by the [illegible] Managers for the purposes of paying the debts of the Company, agreeable to a resolution of the Stockholders the 12th June last.
TENCH FRANCIS, Treasurer.
Extract from the Minutes of the Stockholders,
June 12th, 1797.
Resolved,
That the subscription opened for one hundred additional shares of stock, conformable to a resolution of the 11th January, 1796, be now closed, and that the stock of the Company consist of twelve hundred instead of thirteen hundred shares.
WM. GOVETT, Secretary.
July 10. m&wtwm&tuaw

Ross & Simson,
Have for Sale,
A QUANTITY OF PRIME
St. Domingo Cotton,
Superior Old Lisbon Wine in Pipes
Excellent India Market
Teneriffe Wine,
In Madeira Casks
A few Quarter Chests best
Fresh Hyson and } TEAS
Hyson Skin }
Muscovado Sugars in Hogsheads, and
Cossee in Tierces
March 7. tf

Nathaniel Lewis & Son,
Have for sale at their store, No. 70, *adjoining George Latimer & Son, Pine-street Wharf,*
A Quantity of
Madeira Wines
In pipes and half pipes
adeira Walnuts and Citron. lately imported in the schooner Sincerity, Capt. Copia
Also,
25 Puncheons, second and third proof, *West-India* Rum, and a few Pipes of Brandy.
They have constantly on hand and for sale, French Burr and Country *Mill Stones* of various sizes, and a general assortment of *Boulting Cloths* of the best quality, both American and Foreign manufacture. The former having proved, from several years experience of a number of millers in different parts of the United States at least equal, and in many instances superior to the European Cloths, we hope the manufacturer, Robert Dawson, will meet with liberal encouragement in this important and useful undertaking. He has obtained a patent and exclusive right of making and vending *Boulting Cloths* on his improved plan for a number of years, and they are sold only by himself in Lancaster, State of Pennsylvania, and by the subscribers in Philadelphia.
June 14 d

LANDING
From on board schooner Daphne, captain G. W. Morse, from Htspaniola,
61,000 wt. Sugar,
53,000 Coffee
FOR SALE BY
F. COPPINGER,
No. 221, South Front-street,
Who has also on hand,
Claret in hhds. and cases
Rice
A quantity of Bristol Bottles
A case of Cambrics
Cloths and Cassimeres.
July 5. d6t.

A Literary Treat.
Just published, handsomely printed on writing paper, price 1 *dollar,*
A new edition of that popular and entertaining work, entitled
THE FORESTERS, an American Tale; being a sequel to the history of John Bull, the Clothier—In a series of letters to a friend, with the addition of two letters, alluding to recent political transactions in America.
The following extract from the Clavis Allegorica, shews the principal characters that are introduced:
John Bull, the Kingdom of England
His Mother, the Church of England
His Wife, the Parliament
His Sister Peg, the Church of Scotland
His Brother Patrick, Ireland
Lewis, the Kingdom of France
His Mistress, the Old Constitution
His new Wife, the National Representation
Lord Strut, the Kingdom of Spain
Nicholas Frog, the Dutch Republic
The Franks, the French Republic
The Foresters, the United States of America
Robert Lumber, New-Hampshire
John Codline, Massachusetts
Humphrey Plowshare, Connecticut
Roger Carrier, Rhode Island
Peter Bull Frog, New-York
Julius Cæsar, New-Jersey
William Broadbrim, Pennsylvania
Cassimar, Delaware
Walter Pipewood, Virginia
His Grandson, George Washington
Peter Pitch, North Carolina
Charles Indigo, South Carolina
George Trusty, Georgia
Ethan Greenwood, Vermont
Hunter Longknife, Kentucky
Black Cattle, Negro Slaves
Rats, Speculators
Mother Carey's Chickens, Jacobins
☞ This popular and entertaining satirical history of America is attributed to the Rev. Dr. BELKNAP. It has a great share of originality and abounds with genuine humour. It is continued down to the present time, and characterises those late political transactions which have caused so much uneasiness in America.
Sold by H. and P. RICE, Bookseller, No. 16, South Second Street, and No. 50, Market street.
June 26. §

FOR SALE,
By Simon Walker,
No. 122, SOUTH FOURTH-STREET,
GOLD and silver Watches
Shot, common and patent
Tin Plates, Sheet Iron
Bar and sheet Lead
Copper sheets and bottoms
Taunton Ale
Ravens Duck
Hats in cases
Wool Cards
Claret Wine and Porter Bottles in hampers.
July 1. co1w

NOTICE.
THE holders of certificates of a loan to the citizens of the States of South Carolina and Georgia, under an act of Congress 23d July, 1781, are informed, that by lodging the same with George Simpson, Cashier of the Bank of the United States, they will be enabled to receive payment of principal and interest, as soon as the certificates can be forwarded to Charleston for settlement, and orders received for their discharge.
July 12. 6t

FOR SALE,
BRETAGNES in cases
German Checks in do.
Cambrick
Diattillas
Oznabrigs
Gold and silver Watches
Window Glass 10 by 8
Glass Tumblers in cases
Linseed Oil in casks, &c. &c.
George Pennock,
103, *High-Street.*
July 5. 3aw

To be Sold,
A large and convenient
Three Story Brick House;
SITUATE at the north-east corner of Arch and Fourth-streets. It contains eighteen rooms—and is in every respect well finished. For particulars enquire of
M. Keppele,
No. 138, Chesnut-street.
May 31. §

Millinery Room,
No. 136 *Market-street.*
MISS CHRYSTAL
TAKES an early opportunity of acquainting her Friends that she has received by the WILLIAM PENN, a variety of NEW MILLINERY, &c. which she hopes to be able to shew them in a few days.
May 18 §30t

Town Lots.
A TOWN named BEULA, one mile square, being laid out on the Blacklick Creek, Somerset County, Pennsylvania, Lots therein of 58 feet by 125 feet are now selling at TEN DOLLARS each; their situation in the town to be determined by ballot before the first of August, and deeds for the same will be delivered by the subscriber before the first of October next.
MORGAN J. RHEES.
No. 177, South Second-street, Philadelphia.

The purchasers of lots in BEULA have the following prospects of appreciating their property:
1. It is remote from any other town, and surrounded by great bodies of excellent land, capable of producing every kind of grain and vegetables, and is without doubt one of the best grazing countries in the United States.
2. In point of health the situation is not exceeded by any on the continent.
3. Besides numerous springs and runs, of the finest quality, there is a creek for water works (on which mills are now building) running through the town,
4. The public road from Philadelphia to Pittsburgh will go through it, which being more level and nearer than any other rout, must become universally travelled: aided by the navigation of Juniata and Conemaugh, goods may be conveyed at least 2 or 3 dollars per cwt. cheaper from the former to the latter place, than by the old road thro' Bedford.
5. Being in the centre of a flourishing settlement, and taking in the shortest portage between the eastern and western waters, it is likely to become a deposit for stores, a manufacturing town, and a seat of justice. Besides the old settlers, upwards of one hundred emigrants have settled in the vicinity of Beula, since last October, and many more have engaged to join them this summer.
6. A Land-Office for supplying actual settlers with farms to a considerable amount, and in various situations, will be immediately opened in the town. The proprietors of land in the circumjacent country are solicited to send their drafts and terms of sale, or leasing, to THOMAS JONES, Surveyor, in Beula, who will give security for any trust reposed in him: with such co-operating aid, the progress of the settlement will be the more rapidly advanced and extended to distant townships.
7. A public library for the benefit of the settlers, will be established in the town, towards laying the foundation of which, upwards of one thousand volumes are already purchased and principally sent forward.
8. Two hundred acres of land adjoining the town, besides lots and subscriptions, will be applied to support a minister and preceptor, capable of teaching the useful and liberal arts.
9. After defraying necessary expences, the money arising from the present sales will be laid out in public buildings—A place of worship, school house and library room, are the first objects.
10. Every professional man and mechanic, on condition of building a house with a stone or brick chimney, and residing in it, before the first of November next, will be entitled to four lots GRATIS, free forever from ground rent. Five and ten acre out lots may likewise be obtained on reasonable terms.
*** The two central streets in Beula are 100 feet wide, and the others 80 feet. Reserved squares and other accommodations must add to the health and beauty of the place.
July 6. 5t

Now Landing,
At Pratt's wharf,
FROM on board the ship Thomas Chalkley, Capt. Rafer, from Bourdeaux,
CLARET in casks
Ditto in cases
White Wine Vinegar
Red Skins in boxes
For Sale by
Rundle & Leech.
May 15 §

Davis's Law Book Store,
No. 319, *High-Street.*
GEORGE DAVIS,
BEING busied for some time past in preparations for removing into his present house, has been under the necessity of postponing until this day informing the gentlemen of the Bar generally thro' the United States, that his spring importation of law books is now arranged and ready for sale, on terms that he trusts will entitle him to the like preference he has experienced for several years past.
Catalogues, combining the most varied collection ever imported into this country, are printed and will be delivered on application.
June 27. 2aw 6w

Last Exhibition

IN the great Dancing Room of Mr. M'Dougall, South Fourth-ſtreet, between Cheſnut and Walnut ſtreet, at 8 o'clock in the evening.

The Automatons which have excited the admiration of the connoiſſeurs, will abſolutely leave forever their aſtoniſhing exerciſes, on Friday the 22d of this month. After the experiments of natural philoſophy, the artificial lady will exhibit ſeveral fire works without powder or ſmell.

Entrance half a dollar—Children half price.

July 11. 3awt22

FOR SALE,

The following Valuable Property.

A VACANT Lot, ſituated on the eaſt ſide of Third-ſtreet, between Shippen and Plumb-ſtreets, twenty one feet front by one hundred feet deep.

A frame Tenement fifteen feet by nineteen feet, on the north ſide of Shippen-ſtreet between Third and Fourth-ſtreets; the lot is one hundred feet deep, it is paved before the door, and great improvements are making in the ſtreet—the above is clear of ground rent and every other incumbrance—the houſe lets for thirty ſeven pounds ten ſhillings per annum.

A frame Tenement eleven by ſixteen feet, on the weſt ſide of Fifth-ſtreet, between Shippen and Plumb-ſtreets; the lot is ninety ſix feet deep, clear of every incumbrance except a ground rent of one hundred and ten ſhillings per annum; the houſe lets for thirty pounds per annum.

ALSO,

A pair of dark brown Carriage Horſes, one of which is an excellent Saddle Horſe.

For further particulars inquire of

Samuel R. Franklin,

No. 100, Lombard-ſtreet, corner of Fourth ſtr.

N. B. The above property will be ſold for part caſh and part dry goods.

June 30. 3aw4w

45,000 pieces of Nankeens

250 boxes brown Havannah Sugars
Imperial Hyſon Teas
17 tubs Quick Silver
Sail Canvas, No. 1 à 8
A large aſſortment of Nails, ſharp and flat points
Queens Ware, well aſſorted in crates and hhds.
London Particular and India Market } Madeira Wines
Teneriffe Wine in hhds. and pipes
Bottled London Porter in tierces
Fine Yellow Paint, dry in caſks
Writing Slates in boxes and bundles
A box of Ink Stands and Note Preſſes
Manchester Goods in cheſts
3 trunks black Sewing Silk
6 tons of Sheet Lead
Beſt Liverpool Coal, and
A quantity of Wine Bottles
For Sale by

Philip Nicklin, & Co.

June 24. 2tawtf

Juſt Received,

From Batavia (via Providence)
170 Sacks of Java Coffee of firſt quality
200 half ſacks do. do.
A few Boxes of Spices, conſiſting of
Nutmegs, Cloves and Mace
For ſale by

WILLINGS & FRANCIS,
Penn-ſtreet.

May 30 dtf

Advertiſement.

PURSUANT *to an Order from the Orphans' Court, will abſolutely be ſold at* PUBLIC SALE, *at Cranberry, on Wedneſday, the 23d day of Auguſt next, at* 11 *o'clock,* A M, *all that valuable* REAL ESTATE, *late belonging to the Rev. Gilbert T. Snowden, deceaſed, lying in and near Cranberry, in the county of Middleſex, townſhip of South Brunſwick, ſtate of New Jerſey, upon the lower ſtage road leading from Philadelphia to New York. A very elegant framehouſe in a beautiful and healthy ſituation, painted white, with Venetian window ſhutters, thirty feet front and thirty eight feet deep, two rooms with a handſome hall or entry on the firſt floor, three rooms on the ſecond floor and two well finiſhed garrets. In the rear of the houſe is an excellent two-ſtory building 37 feet by 19, conſiſting of a dining-room for work people, ſpacious pantries and a large kitchen, with every convenience, and over theſe are three chambers for ſervants. To the right is an additional building 18 feet front by 19 feet deep, conſiſting of a chamber below and a library above—under the whole are very fine cellars paved with brick and conveniently partitioned. The houſe is entirely new, built in a modern ſtyle, and completely and elegantly finiſhed. Every room is hung with bells that lead both to the kitchen and the ſervants' apartments: there is a pump of good water in the yard; and a ſtone and brick pavement round the whole houſe, which is enclоſed with a handſome railing, with three gates in front. The farm conſiſts of one hundred and ſixty ſeven acres, with a proportion of woodland and meadow, under excellent fence; a garden with pale fence; a large barn, ſtables, carriage-houſe, cow-houſes, &c. all new, and built in the beſt manner: with two Orchards, one of* 60 *full grown trees, the other is young and thriving, conſiſting of* 200 *beſt grafted fruit trees.*

Nearly adjoining ſaid farm is a lot of Woodland, of the beſt quality, containing 37 *acres. Alſo a tract of land within ſeven miles of Cranberry, and* 1 *of the Croſs Roads, containing one hundred and fifty acres, three-fourths meadow and the reſt excellent timber.*

This Tract will be ſold in lots on Thurſday, the 24*th day of Auguſt following, at* 11 *o'clock,* A M, *on the premiſes if the weather permits, if not at the houſe of Mr. Witherill, Croſs Roads.*

For further particulars enquire of Nathaniel Hunt, eſq. Cranberry, of Mr. Iſaac Snowden, jun. No. 141 *South Second Street, Philadelphia, or of Mr. Charles Snowden Tontine Coffee-Houſe, New York, or of the ſubſcribers.*

ISAAC SNOWDEN, Princeton
JACOB FISHER, Cranberry } *Adminiſtrators*

N. B. The ſale of the above property was advertized for the 14*th inſt. but the Adminiſtrators were not able to get the two ſeparate Tracts laid out into Lots, and other matters arranged, on account of the indiſpoſition of one of them, it was therefore adjourned to the days above mentioned.* §6tmwfſ *June* 19.

LAW BOOKS,

Lateſt London and Dublin Editions.

H. & P. RICE, Bookſellers,

No. 16, South Second, and No 50, Market ſtreet,

HAVE juſt received by the late arrivals from London and Dublin, their ſpring importation, conſiſting of a variety of the lateſt and moſt approved Law Books, which, added to thoſe already on hand, forms the moſt extenſive collection ever offered for ſale in this country. They therefore beg leave to notice, that from the nature of their connections in Dublin, they are enabled to ſell Iriſh editions (as they have hitherto done) at the very loweſt prices. The following are among the lateſt publications.

Veſey, jun'rs Reports in Chancery, 2 vols. Peake's Caſes at Niſi Prius; Ridgeway's Reports in the time of Lord Hardwicke; Floyer's Procters Practice in the Eccleſiaſtical Courts; Barton's Treatiſe on a Suit in Equity; Tidd's Practice of the Court of King's Bench in Perſonal Actions, 2 parts complete; Ward's Law of Nations; Cruiſe on Uſes; modern Reports, 12 vols. London edition.

H. and P. Rice expect to receive by the firſt arrival from New-York the 6th vol. complete of Durnford and Eaſt's Reports, the 2d part of Gilbert's Law of Evidence by Loft, and a number of new publications.

June 26.

To Maſters and Pilots bringing up Veſſels from Foreign Ports to this City.

WHereas ſundry infringement have lately been made on the laws of this ſtate for the preventing peſtilential or infectious diſeaſes, either from ignorance or inattention thereto, it is tho't expedient at this time to publiſh the following extracts from the laws of 22d April, 1794, 7th and 8th ſections.

HEALTH-OFFICE.

June 6th, 1794.

Extract of an act for ſecuring the city and port of Philadelphia from the introduction of peſtilential and contagious diſeaſes.

SECT. 7. And be it further enacted, that every maſter or captain of any ſhip or veſſel coming from ſea (veſſels actually employed in the coaſting trade excepted) and bound to any port or place within the juriſdiction of Pennſylvania, ſhall cauſe his ſhip or veſſel to be brought to anchor, or otherwiſe ſtayed in the ſtream of the river Delaware, oppoſite to the Health-Office on State-Iſland aforeſaid, and there to remain until he ſhall have duly obtained a certificate or bill of health from the Reſident Phyſician. And if, previouſly to obtaining ſuch certificate or bill of health, any maſter or captain ſhall ſuffer his ſhip or veſſel to approach nearer than the ſaid Health-Office to the city of Philadelphia, or ſhall land, cauſe or ſuffer to be landed, or brought on ſhore, at any place or port within this Commonwealth, or at any other port or place, with the intent of being conveyed into this Commonwealth, any perſon or perſons, or any goods, wares or merchandize, or, if after receiving ſuch bill of health or certificate, he ſhall neglect or refuſe to deliver the ſame to the Health-Officer, ſuch maſter or captain ſhall forfeit and pay, for each and every ſuch offence, the ſum of FIVE HUNDRED DOLLARS.

And the captain or maſter of every ſhip or veſſel ſhall ſend a ſafe and commodious boat to bring the phyſician on board, and ſhall in like manner convey him back to the Health-Office, after he has concluded his official examination; And while he is making ſuch examination, or in caſe any ſubſequent examination by the Health Officer or Conſulting Phyſician, agreeably to the directions of this act, the maſter or captain ſhall expoſe or cauſe to be expoſed to the ſearch of the Reſident Phyſician, or of the Health Officer and Conſulting Phyſician (as the caſe may be) each and every part of the ſhip or veſſel, and ſhall preſent to his view each and every perſon or perſons on board thereof, and and ſhall alſo true and ſatisfactory anſwers make to all ſuch queſtions as the Reſident Phyſician, &c. at the time of examination ſhall aſk relative to the health of any port or place from which the ſhip or veſſel ſailed, or has ſince touched at—the number of perſons on board when the ſhip or veſſel entered on her voyage—the number of perſons that have ſince been landed or taken on board, and when and where reſpectively—what perſons on board—if they have been during the voyage, or ſhall, at the time of examination, be infected with any peſtilential or contagious diſeaſe—and what is the preſent ſtate and condition of the perſons on board with reſpect to their health or diſeaſes. And if any maſter or captain ſhall refuſe to expoſe as aforeſaid, to the ſearch of any of the officers aforeſaid, or if he ſhall *conceal any ſick perſon, or in any other manner deceive the proper officers aforeſaid in his anſwers*, ſuch captain or maſter, for every ſuch offence, ſhall forfeit and pay the ſum of FIVE HUNDRED DOLLARS.

SECT. 8. And if any perſon or perſons whatſoever (the Reſident Phyſician, &c. excepted) ſhall go on board any veſſel, before the maſter thereof has received a certificate of health in the manner directed, every perſon ſo offending, ſhall pay the ſum of ONE HUNDRED DOLLARS

IT being abſolutely neceſſary that the foregoing ſections ſhould be punctually complied with, the ſubſcriber, in compliance with his duty, muſt exact a rigorous obſervance of the ſame, or elſe be under the neceſſity of putting the laws in force.

WM. ALLEN, *Health Officer of the Port of Philadelphia.*

July 14. d3w

City Commiſſioners' Office,

June 22, 1797.

IN purſuance of an ordinance from the ſelect and common councils, paſſed the 22d day of May laſt, appointing the city commiſſioners, and preſcribing their duties, ſection 9th,

NOTICE IS HEREBY GIVEN,

That the city is divided into five diſtricts, each to be under the ſuperintendance of one of the city commiſſioners, who is to be individually reſponſible for the cleanlineſs of the ſame, and are as follow.

Diſtrict No. 1. From the ſouth ſide of Cedar-ſtreet, to the north ſide of Spruce-ſtreet, under the ſuperintendence of Nathan Boys.

2. From the north ſide of Spruce-ſtreet, to the north ſide of Walnut-ſtreet, under the ſuperintendence of Hugh Roberts.

3. From the north ſide of Walnut to the ſouth ſide of High-ſtreet, under the ſuperintendence of Joſeph Claypoole.

4. From the north ſide of High-ſtreet, to the north ſide of Mulberry ſtreet, under the ſuperintendence of William Moulder.

5. From the north ſide of Mulberry-ſtreet to the north ſide of Vine-ſtreet, under the ſuperintendence of Nicholas Hicks.

The cleaning of High-ſtreet to be in common.

☞ A ſtated meeting of the city commiſſioners is held at the Old Court Houſe, in High-ſtreet, every Tueſday evening at 5 o'clock.

July 14. eotm

Stands for Draymen, &c.

In purſuance of an Ordinance from the Select and Common Councils, bearing date the 22d day of April, 1797, providing for the appointment of City Commiſſioners, &c. Sect. the 15th.

THE following places are fixed upon by the ſaid City Commiſſioners for Stands for Draymen and their Horſes.

In Vine-ſtreet, eaſtward of Front-ſtreet, on both ſides.

Saſſafras, High, Cheſnut and Walnut-ſtreets, eaſtward of Front-ſtreet, on the north ſide only.

Mulberry-ſtreet, ſouth ſide from Front to Third-ſtreet.

Front-ſtreet, eaſt ſide from Vine-ſtreet to Elfrith's alley.

Front-ſtreet, from oppoſite to Black Horſe alley to Hamilton's ſtores, eaſt ſide.

Water-ſtreet, weſt ſide from the north end of Stomper's or Moore's ſtores to Pine-ſtreet.

Penn-ſtreet from Pine to Cedar-ſtreet, weſt ſide.

Drawbridge, north ſide, eaſt of Front-ſtreet.

Spruce, Pine and South ſtreets, eaſt of Front ſtreet, ſouth ſide.

Dock-ſtreet, between Walnut-ſtreet and the flag ſtone croſſings, eaſt ſide, oppoſite George Orkley's.

Second-ſtreet, between Saſſafras and Vine ſtreets, weſt ſide.

Fifth-ſtreet, eaſt ſide from Cheſnut to Mulberry ſtreets.

Saſſafras-ſtreet, from Third to Fourth-ſtreet, eaſt ſide.

No dray or horſe to ſtand within ten feet of any pump.

STANDS FOR HACKNEY COACHES.

Pine-ſtreet, north ſide from Fourth to Fifth ſtreets.

Fifth-ſtreet, between Cheſnut and Walnut ſtreets, weſt.

Branch-ſtreet, north ſide, between Third and Fourth ſtreets.

July 14. mw&fim

The Gazette.

PHILADELPHIA,

FRIDAY EVENING, *July* 14.

A letter to Timothy Pickering, Eſq. Secretary of State, from the Chevalier de Yrujo, Miniſter Plenipotentiary of his Catholic Majeſty, &c. &c. dated July 11, 1797.

SIR,

YOUR additional report to the Preſident of the United States of the proceedings of the officers of the king of Spain, in relation to the poſts and the running of the boundary line, which I find publiſhed in all the newſpapers, obliges me to trouble you with this letter. If your diſcuſſion of facts had been as correct and impartial as there was reaſon to expect, I ſhould not have been under the neceſſity of undertaking this taſk; but the conſtruction which you are pleaſed to put upon every act of the Spaniſh officers in general, and eſpecially upon thoſe in which I am perſonally concerned, compels me to obſerve upon ſeveral expreſſions, which I have noticed in your ſaid report.

You begin, ſir, with ſaying, "that al-"tho' I had declared I had juſt reaſons for "ſuſpecting an expedition from Canada "was preparing by the Britiſh againſt the "upper parts of Louiſiana, yet I never had "mentioned a ſingle fact or reaſon on which "my ſuſpicion was founded."—In my letter of the 2d of March, I pointed out to you the probable route which the expedition would take, and in our conference of the 27th of February, I gave your information that a corps of 350 men had been raiſed at Montreal, and marched towards the Lakes, where, after the evacuation of the American forts, there was no oſtenſible object for them. I alſo told you that I knew that the Britiſh agents had treated with ſome of the Indian nations in that country, concerning the intended expedition, and I added that I had received thoſe advices from a perſon who might be depended on, who had ſeen thoſe new levies paſſing through Johnſtown, on their way to the weſtward. But, even ſuppoſing that I had not entered into any particulars, even ſuppoſing that my information at that period was not complete, yet did not the intereſt and dignity of this government—did not its friendly connection with Spain, require that it ſhould have taken every proper means to prevent the attempt we were threatened with, by giving ſuitable orders to general Wilkinſon, or to the commanding officers of the military force on thoſe frontiers? The abſolute ſilence in this particular of the documents which accompany the report of the ſecretary of war, your never having communicated to me any *determinate* diſpoſition on this point, as you do in your anſwer to my letter, which in the publication is marked No. VII. afford me ſufficient grounds to fear that theſe precautions were omitted. You add, ſir, with a degree of candour difficult to be conceived, that from my not having given to you detailed information reſpecting the expedition, and from the anſwer which you received on the 19th ultimo, from the *Britiſh miniſter*, you believed my ſuſpicions to be groundleſs. Is it poſſible, that any one will candidly imagine, that if the Engliſh intended to violate the territory of the United States, in order to effect a *coup de main*, they would be as ingenuous in anſwering, as you were in aſking their miniſter the queſtion?

I ſhall not enter into all the obſervations which ſuggeſt themſelves to my mind, from your having communicated to Mr. Liſton the contents of my letters. I expected that the American government would have watched his motions, and taken the means which I have already mentioned to prevent the ſucceſs of a ſimilar enterprize; but I never could have imagined that you would have given to the Britiſh miniſter a piece of advice, which might enable him to alter his plan, by letting him know that the former one was diſcovered. By the line of conduct which you have purſued in this buſineſs, I am convinced, that had I communicated to you more particular details reſpecting this tranſaction, you would, with the ſame good-natured frankneſs, have given information of them to Mr. Liſton.

But, if you did believe that aſking this queſtion of the Britiſh envoy was the moſt efficacious means to prevent the violation of the neutrality of the United States, and the invaſion of the Spaniſh territory, let me aſk why you was ſo remiſs in this meaſure, that although I had communicated this project to you, verbally on the 27th of February, and on the 2d of March, in writing, yet, in a matter obviouſly ſo urgent, you only wrote to the Britiſh envoy on the 28th of April, that is, *two months* afterwards?

I ſhall not quit this ſubject, without taking the liberty of making to you one obſervation which is intimately connected with it. By the date of the letter I have juſt mentioned, it evidently appears that I gave you advice of this intended expedition *on the ſecond of March*, and that *three days before*, I had given you the ſame information verbally. I imagined from your known attention to buſineſs, and the importance of the ſubject, that you would have ſubmitted it immediately to the conſideration of the Preſident of the United States. On the 9th of March, I had the honor of ſpeaking to Mr. Adams, at his lodgings at Francis's Hotel, and mentioned this ſubject as a matter that I ſuppoſed him already fully informed of; and, it was with no ſmall ſurprize I heard him ſay, that *he knew nothing about it.* I produced the map, which I had in my pocket-book, and he liſtened with great attention to all that I had to ſay to him. It was no doubt to this conference with Mr. Adams, that I was indebted to your anſwer of the 11th of the ſame month. I ſhall entirely abſtain from putting any conſtruction upon the reaſons which induced you to omit making this communication to the Preſident; but they muſt have been very *powerful* motives which could oblige you to remain ſo long ſilent on a matter of ſuch importance.

You ſay, in the third paragraph of your report, on your aſking me what meaſures Spain had taken in order to carry into execution that part of the treaty which relates to the withdrawing the *garriſons*, I anſwered you on the 17th of April, that I had been for ſome months without receiving letters from the baron, and conſequently "was entirely ignorant of the ſteps which had been taken for the execution of the treaty."—From this expreſſion, which, in order to draw attention, you place between inverted commas, you inſinuate an inference which in my opinion is very far from being true, when you add immediately afterwards:—"*Nevertheleſs, he had previouſly informed the baron of his ſuſpicions of a projected expedition.*" What is this to prove, ſir? That the baron indeed had received my letters, but not that I had received his. The irregularity and uncertainty of navigation eaſily ſhews that your logic on this point is extremely falſe.

In the fifth paragraph, after giving an account of my letter of the 24th ultimo, and of its object, you obſerve that I have omitted to mention, among the other complaints of the Baron, that of Mr. Ellicott's not having given him notice of his arrival at Natchez. Permit me, ſir, to repreſent to you, that you have entirely miſtaken what I had the honor of telling you on that occaſion, for I ſimply mentioned, not as a *complaint*, but as a mere *obſervation*, that the Baron, *in the rigour*, might not have conſidered Mr. Ellicott as an American Commiſſioner, for not having given him on his arrival *official notice* of his appointment, having merely informed him of it in the way of a confidential communication. You cannot be ignorant, ſir, that there are certain requiſite formalities when nations treat with one another of their mutual concerns, which are not required between individuals. The Baron, when he ſpeaks in this manner, clearly points out his meaning, that, beſides the confidential letter, the communication of which *you conſider as ſo important*, no doubt he expected another *official* one, including his Commiſſion, Authority, or ſome other document, to aſcertain the identity of the perſon, and the object of his miſſion. When, on my arrival in this country, I had not yet preſented my credentials to the Preſident, although I had delivered to you a copy of them, you might, in the rigour, not have recognized me as the Envoy Extraordinary of the King my maſter, for want of having complied with that neceſſary requiſite of the eſtabliſhed etiquette. I do not mean to ſay that in the preſent caſe it was abſolutely neceſſary to go through a ſimilar formality; nor did the Baron mention this but as a mere *matter of obſervation*, which was not to affect the object in queſtion, although you, thinking that it affords you a victorious argument, are pleaſed to give to this circumſtance an importance which it does not deſerve. Beſides, ſir, I might obſerve to you, that when, after a mixed and deſultory converſation upon various ſubjects, I had collected and methodized my ideas, and committed them to writing, your anſwer and obſervations ought to have been confined to the written communication, clothed with all the neceſſary formalities; but neither do I wiſh to make of this an object of diſcuſſion.

The proof which you give in the ſixth paragraph of your report, to ſhew that it is not certain that Mr. Ellicott intended to get poſſeſſion of Natchez by ſurpriſe, and that for that purpoſe he had endeavoured to gain over the inhabitants, is merely negative. From your examination of the two perſons you mention, you had very little to expect: The circumſtance alone of their being the bearers of Mr. Ellicott's diſpatches, points out that they were both in his confidence; and it may be preſumed without temerity, that being his friends, or employed under his orders, they would hardly make a denunciation that might be prejudicial to him. Governor Gayoſo declares that he has proofs of the facts in his power. I ſhall not fail to apply to him for them, and perhaps I may one day ſpeak to you more poſitively on this buſineſs.

After having diſcuſſed the hiſtory of theſe tranſactions with all the force and accuracy which reſult from theſe obſervations, you aſſure with a very ill-grounded confidence, that upon a view of the whole it appears that his Majeſty's Governors on the Miſſiſſippi, have, on various pretences, poſtponed the running of the boundary line, and the evacuation of the poſts. But I appeal to that candour which which you have ſo generouſly ſhewn to the Britiſh Miniſter, that you may tell me, whether it can be called a *pretence*, that the Baron de Carondelet, who was entruſted with the ſafety of Louiſiana, refuſed to carry into execution a pretenſion *that was not ſtipulated for by the treaty?* By the ſecond article it is only agreed that the *garriſons* ſhall be withdrawn; and as I had the honor of preſenting to you in my letter of the 24th ultimo, it is not to be preſumed that it could ever have been the intention of his Catholic Majeſty to deliver up fortifications, which, beſides that they have coſt him conſiderable ſums of money, may be the effect of political viciſſitudes, be one dty prejudicial to his ſubjects. If not to do *what was ſtipulated for*, and the executio of which would be contrary to the intereſts of Spain, is a *pretence*, we muſt confeſs that, is a very plauſible one.

With reſpect to the line of demarcation, it appears by the correſpondence and letters of the Baron de Carondelet, which are in my poſſeſſion, that although he entertained the ſame doubts which were ſuggeſted by Governor Gayoſo, reſpecting the poſts, yet he was conſenting, that the aſtronomical obſervations ſhould be begun upon, for which purpoſe the Engineer Mr. de Guillemand had already arrived at the Natchez, with all the inſtruments and apparatus.—Such was the ſituation of things when my communication reſpecting the intended expedition got to hand; from that moment imperious neceſſity, and the great principle of ſelf-defence, made his Catholic Majeſty's officers turn their thoughts to objects of a more urgent nature, Mr. Blount's letter, and the late detected conſpiracy, evince how far their conduct in this reſpect was neceſſary; and you, ſir, poſſeſt as you were, of all the facts, when you laid them before the Preſident, ought to have been one of the laſt to have ſtigmatized the motives with the epithet of *pretexts*. So palpable an attempt to make groundleſs and unfair impreſſions on the public mind, is well calculated to defeat its own ends, and appears ſtill more extraordinary when we conſider that the American Government is in every way anxious, by its own confeſſion, to maintain peace and harmony with Spain.

Nor do your ill-founded inſinuations ſtop here: Sentiments and expreſſions ſtill more violent, flow from that ſame haſty pen.—You ſay in another part, *that there is but too much reaſon to believe Mr. Ellicott's ſuſpicions well founded, that an undue influence has been exerciſed over the Indians by the Officers of his Catholic Majeſty, to prepare them for a rupture with the United States.* Fortunately, ſir, you have told us the ſource whence you derived all thoſe dreadful conjectures of your's; otherwiſe, perhaps, the weight and authority which your high official character ſtamps upon whatever you write or ſay,—might make an undue impreſſion on the public. You acknowledge, ſir, 'twas a private letter of Mr. Sargent's (Secretary of the North Weſtern Territory) that gave riſe to your ſurmiſes: We ſhall now ſee what the letter ſays.

[No. 14.]

Extract of a letter from Winthrop Sargent, Eſq. Secretary of the North-Weſtern Territory, to the Secretary of State, dated Cincinnati, June 3d, 1797.

General Wilkinſon ſending off an expreſs, I ſeize the occaſion to tranſcribe for you ſome paragraphs from a weſtern letter.

"The Spaniards are reinforcing their upper poſts on the Miſſiſſippi conſiderably.—General Howard, an Iriſhman, in quality of Commander in Chief, with upwards of three hundred men, is arrived at St. Louis, and employed in erecting very formidable works. It likewiſe appears through various channels, that they are inviting a great number of Indians of the territory to croſs the Miſſiſſippi; and for this expreſs purpoſe, Mr. Lorromie, an officer in the pay of the Crown, made a tour through all this country laſt fall, ſince which time ſeveral Indians have been ſent on the ſame errand, and generally furniſhed with plenty of caſh to defray their expences.

"A large party of Delawares paſſed down on White River about the 6th of May, on their way to the Spaniſh ſide,—bearing the national flag of Spain, ſome of them from Saint Louis.

"They (the Spaniards) have above the mouth of the Ohio, on the Miſſiſſippi, ſeveral row-gallies with cannon."

Now, ſir, what inference can be drawn from that letter? Why, that the Spaniards have fortified San Luis, and availed themſelves of every means of defence that the country afforded. But let me aſk you, ſir, againſt whom it is that they were thus preparing to defend themſelves? Surely the documents which you have laid before the Preſident, and the momentous buſineſs which now engages the attention of Congreſs, and agitates the public at large, afforded a complete and ſatisfactory anſwer.

I mentioned to you, in my letter of 2d March, that the object of the Britiſh was to attack Upper Louiſiana, and take San Luis and New Madrid, by ſurprize. It will not be queſtioned, but that prudence required of us, at that juncture, to fortify the threatened points. This, Sir, was all we did; and this, Sir, you knew many months paſt, yet Mr. Sargent's letter, which in ſubſtance ſays no more, fills you all at once with fears and ſelf-created apprehenſions, and makes you declare in the face of the American people, "that the Spaniſh officers are exciting the Indians to a rupture with us." No one will ſay, that preparations for our ſelf defence were not neceſſary on our part. The aſſurance given you by the Britiſh Miniſter, with all the appearance of a confidential communication, *but without any ſignature*, did not inſpire the ſervants of his Catholic Majeſty with the ſame blind confidence which it produced in you. We know from daily experience how religiouſly the Britiſh nation obſerves the rights of neutrality. Witneſs the American ſailors! Witneſs the republic of Genoa, in whoſe port they attacked and made prize of the French frigate La Modeſte, as ſhe lay at anchor there. Witneſs the inhabitants of Trinidad, when the Britiſh, though then in Amity with them, entered their capital with drums beating and colours flying, in purſuit of a few French, who had taken refuge there. Theſe and other inſtances of the ſort too numerous to be recapitulated, make us leſs credulous on the ſcore of Great Britain's reſpect for the rights of neutrality than you appear to have been.

As to thoſe tender conſiderations which actuated the Britiſh Miniſter to reject the plan on account of the inhumanity of calling in the aid of the Indians, I did expect that ſuch vague unauthenticated declarations, would have been appreciated as they deſerved by you, Sir, who fought in the glorious cauſe of American Independence, who witneſſed the humanity of their conduct in the courſe of that war, and who cannot be ignorant of what has happened ſince.

Your aſcribing hoſtile views to the preparations for our ſelf-defence, cannot, Sir, have been matter of much ſurprize to me, after having heard a certain member of Congreſs, who is known to be the organ of the will of adminiſtration, declare in that houſe that he aſcribed to the ſame motives the preparations we were making for the defence of Florida, though probably he was not ignorant, at the very time of their real object. Thus, then, Sir, according to your mode of reaſoning, and that of the gentleman I have juſt alluded to, though we were certain of being attacked, and though we were not certain that the American government had taken the proper meaſures for protecting

its neutrality, yet we were to adopt no measures for our defence, but tamely suffer his Majesty's forts and possessions to be taken, and all this for fear of creating ill-founded suspicions in your minds!

If you have not been very successful Sir, in the solidity of your reasonings, you appear not to be more so in the method of following them. After having denounced us to the whole American nation as stirring up the Indians against the United States, and *preparing them for a rupture*, you fall into the most glaring inconsistency in the following paragraph:

Whether this plan of exciting the Indians to direct hostilites against the United States, has been contemplated and promoted by any of our own citizens, it may be difficult to say; but that one or more of those citizens have proposed and taken measures to detach the Southern Indians from the interests of the United States, and to destroy the influence of the public agents, over those nations, and thus to defeat the great objects of their appointment, the chief of which is to preserve peace, is certain.

I again appeal here, Sir, to your generous candor. How is it possible to reconcile such evident contradictions? On the one hand the Spanish officers are those who excite the Southern Indians against the United States, and on the other you quickly follow presuming, with sufficient foundation in my opinion, that it may be some citizens of the United States. But although you might entertain any doubts yourself on the subject, which I am sure no person in America will after reading Mr. Blount's letter, did not this very same doubtful case and uncertainty, require in your situation more circumspect language? And if even in this case you appear to have gone beyond what sound policy, the tranquility and interest of the United Stases required how much more unjust are your insinuations against Spain, when the public possess, in Mr. Blount's letter, a document by which they can see, that if the manœuvres with the Indians were not favourable to the United States, they were precisely combined to attack the Spaniards? From this method of reasoning of yours, it appears as if the Spaniards were jointly with Mr. Blount, stirring up the Indians to attack themselves.

Respecting the last article of your report, I have only to observe, that although you have constantly assured me that government had not the least information respecting the subject of my representations, and although the letter of Mr. Jackson, of Georgia, appears to coincide with your ideas, nevertheless time has shewn that I have complied with my duty by not reposing on such assurances. The plot is discovered, and nobody any longer doubts that the expedition was to have taken place.

After having followed you step by step through the various points of your report to the President, I shall make a short compendium of such as arise from this letter; from which it results.

1. That on the 27th of February, I gave you sufficient particulars respecting the intended expedition, to have attracted the attention of this government.

2. That although to this verbal communication, I added another in writing on the 2d of March, the President had not the least knowledge of it on the 9th of the same month, and that without doubt you must have had very powerful motives to prevent you from communicating it to him.

3. That it does not appear by the documents presented by the Secretary of War, that Government had given orders to the military commanders to cause the territory and neutrality of the United States to be respected.

4. That you made to the English Minister a communication, which in my opinion you ought not, and that even if you thought it necessary, you delayed doing it for two months, that is, from the 27th of February to the 28th of April, although it respected a most urgent and important object.

5. That the Baron de Corondelet could very well have received my letters, without its necessarily following that his had come to hand.

6. That the Baron did not represent Mr. Ellicott's not writing to him officially as a *complaint*, but as an *observation*, and that in fact he never has done it in those terms.

7. That the proofs you alledge to exculpate Mr. Ellicott, respecting his intentions of taking the Fort of Natchez by surprize, are purely negative.

8. That it is not merely *pretences*, but very powerful reasons, which have impeded the evacuation of the Posts, and the running of the Boundary Line.

9. That the insinuations with which you are willing to persuade the American People that our arming is directed against them, are unjust as well as unfounded, as by Mr. Blount's letter it is clearly demonstrated to be a precaution for the mere purpose of defence.

10. That you evidently contradict yourself, when on one hand you are pleased to attribute to us the movements of the Indians, and in the very next paragraph you shew it might proceed from American citizens, as it actually does according to Mr. Blount's letter; and that he acted with the knowledge and intelligence of the very same British Minister, in whose private notes, *without signature, and perhaps not of his hand writing*, you place such implicit confidence.

11. That although in all your official communications, you have always manifested to me that the American government knew of nothing which indicated any foundation for my suspicions, Mr. Blount's letter clearly proves that I was perfectly in the right.

—

I have thus fulfilled a very disagreeable duty. Always desirous to contribute to strenghen the bands of friendship which unite Spain and America, and to which their situation, their wants and resources, invite them, I have seen with the most profound grief, that the language and tenor of your communication to the President, is not, in my opinion, calculated to promote so desirable an object to us all. For my part, although I shall leave nothing undone, to cement the union and harmony with a nation which I respect; neither shall I ever suffer the interests of the king, my master, in any case whatever, to be sacrificed to an unjust partiality.

I pray God to preserve you many years.

Your most obedient humble servant,

CARLOS MARTINEZ DE YRUJO.

Philadelphia, July 11, 1797.

By this day's Mail.

NEW-YORK, July 13.

[We yesterday received New Providence papers—they contain nothing important.]

NASSAU, June 9.

This forenoon the town was alarmed by fire, which broke out in the roof of a wooden out-house on Dr. Gray's lot on the bay. Very fortunately the fire was immediately discovered; and the prompt exertions of the inhabitants, aided by the masters and crews of the shipping, prevented its spreading further than the building in which it first broke out. The inhabitants are much indebted to the American captains and sailors for their very animated services on this occasion.

June 10.

General Simcoe, we understand, has introduced a much more economical system in St. Domingo, than was before known there in the British military departments.

BOSTON, JULY 10.

The last accounts from the Mediterranean, are greatly afflictive to the American merchants and public. The depredations on our commerce there, have assumed a new degree of turpitude and audacity. The laws of nations, the rights of treaties, and every principle of justice, good faith, and even humanity, are violated and prostrated without remorse, and without shame. By the arrivals since our last, and by recent letters, we have accounts of the capture and condemnation of many American vessels by the French and Spanish, even when bound to and from Spanish ports, and laden wholly with Spanish and American produce, and *bona fide* owned by citizens of the United States.

The pretences for these condemnations are the most frivolous, arbitrary, and unjust; the want of papers, unknown to the American laws, and customs, is made the pretence in some instances—the possession of the same papers is made the cause of condemnation in others. If the right of property is precarious, the vessel and cargo is sequestered—if proved American property, it is condemned as such. No claim is allowed—no argument admitted—the French consular jurisdiction is supreme, in Spain; and its decrees, like the ancient, but less arbitrary laws of the Medes and Persians, are irrevocable. The Captains of American vessels at Alicant, have been told by the French Consul there, that although the vessel and cargo should be known to be American; and although he should be satisfied that they were bound direct from Spain to the United States, yet if captured and brought in, he should instantly condemn them—and his threat has in many instances been fulfilled. Such being the situation of the Captains charged with American vessels in Spain, they were necessitated to apply to the British Admiral at Gibraltar, and request from him a convoy to protect them from the piracies of a nation with whom the United States are at peace; who instantly complied with their request; and at the risk of losing one of the frigates of his squadron, convoyed fifteen sail of American vessels to latitudes free of danger from the Gallic picaroons.

We must refer our readers to our articles of port news, and to the following letter, received via. Lisbon, for the detail of these enormities. How long the United States is patiently to bear such reiterated insult and illusage, is not for us to predict!

——

Extract from a letter written by Captain William S. Plummer, of the brig Telemachus, to Robert Montgomery, Esq. American Consul at Alicant. dated

Carthagena, May 20, 1797.

SIR,

You no doubt must have been a spectator of my capture off your harbour, in company with capt. Cruft, in the Pomona, captain Atwood in the Abigail, and capt. Muckford in the brig ——, of Salem—we were all taken by three French privateers, and arrived at this port yesterday at 11 o'clock—are all confined on board our vessels, our papers taken from us, and have not liberty to go on shore. What will be the event, God only knows. Your presence here may be of service to us, and I most earnestly request you to proceed to this place, if your health will admit, immediately after the receipt of this letter; I do not yet know that I shall be permitted to send it, if possible, I shall forward it by express.

Sunday Morning, May 21.

Since writing the above I am allowed to go on shore—have passed an examination on board one of the privateers and from the treatment I have received from the French Consul, I expect no mercy—have only time to intreat you again to lose no time in coming here, and remain with respect, your humble servant.

WILLIAM S. PLUMMER.

Robert Montgomery, Esq.

—

American vessels at Alicant, May 22, 1797, waiting to know the fate of the vessels carried into Carthagena.

Ship Sarah, Hopkins, Boston; ship John and Martha, Knapp, Newburyport; Sisters, Cogshall, Boston; brig Venus, Tolman, New-York; ship Maria, Eldridge, Charleston, S. C.

French cruisers laying in the mouth of the harbour, avowedly waiting for the above vessels.

COMMERCIALLY IMPORTANT.

The following letter must be interesting to those American merchants who trade to the Mediterranean, as it indicates the appearance of another enemy in that quarter. It was communicated by Mr. Winslow of this town, who is supercargo on board a Swedish ship bound for this place, to capt. Ross, who arrived since our last from Alicant, with a desire that it might instantly be made public. It will be recollected that the United States have not yet effected a treaty with Tunis, and the arrangement spoken of was a truce made about the time Mr. Barlow effected a treaty with Trinoli—As the Dey of Algiers is a *real* friend to the United States, it is hoped his intention in our favor will be successful—Here follows the letter entire.

Leghorn, 1th March, 1797.

JOHN MATHIEU, Esq. Naples,

DEAR SIR,

I came here the 8th current, and found letters from Algiers purporting the hostile intentions of the Bey of Tunis to the United States, having declared he would not accede to the arrangement made in October last—the consequence is, open hostilities on his part. You would therefore do well to caution such Americans as are at your port, against his cruisers. Mr. Barlow at the same time tells us, he flatters himself, the matter will soon be accommodated. as the Dey of Algiers has undertaken the affair.

With great respect,

your most obedient,

JOS: DONALDSON, Jun.

[Mr. J. M. MATHIEU is the American Consul at Naples. The vigilance of Mr. DONNALDSON is well known.]

The Gazette.

PHILADELPHIA,

FRIDAY EVENING, *JULY 14.*

APPOINTMENTS BY AUTHORITY.

Sylvanus Bourne, Vice-Consul at Amsterdam, to the office of Consul-General of the U. S. for the Batavian Republic.

John Beeldernaker, of Rotterdam, Consul for that port.

We understand, that Mr. Gerry accepts the appointment of Envoy Extraordinary to France, and is making preparations for his voyage. [*Boston Paper.*]

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The Committee of the House of Representatives, on Mr. Blount's Conspiracy, consists of Messrs. Sitgreaves, Baldwin, Harper, Bayard, and Dawson.

—

The following paragraphs have appeared in several papers:—

"Doctor Romaine has been brought to town from New-York, with his papers. It is said he questions the authority of the Committee.

"It is found, either by his papers or those of Mr. Blount, that the attack was to be made on Louisiana, about the middle of this month. There was to be a co-operation by sea."

REMARK.

It would have been candid in the editors who published the above (tho' perhaps it might not have answered their purpose) to have informed their readers whether the plan was concurred in by the British, or is merely the proposal of the conspirators.

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At the festival of the 4th July in Hartford, the following toast was drank, "May the Democrats never suffer a worse evil, than to govern themselves on their *own principles*."

—

COMMUNICATIONS.

Garrisean, who commands the privateer which took the ship Nancy in the bay of Delaware, is a naturalized citizen of Maryland. He took the oath of allegiance about five years ago, before Judge Chase. Of such citizens we have many.

—

Nothing can be more villainous than the insinuations of certain imported felons against those patriots who conducted this country, through the storms of a revolution, to independence, glory and peace.

Let the people be on their guard—credulity is dangerous when rogues declaim—the enemies of our government are in trouble—and tho' they raise ever so great a dust, their detection is certain.

NEW CAUSES OF WAR!!!

FROM THE AURORA.

From the following extract of a letter from Paris, to the Editor, a hint may be taken by our administration, on information more to be depended on, probably, than that usually communicated to them by their agents in Europe. If they chuse to improve the hint, they are welcome to it. At any rate it may serve to warn the citizens in America as to what they are to expect in consequence of the perfidious conduct of their public servants towards France; and also the share which certain papers in the interests of the administration here, have had in fomenting the discontents of France to this country.

The letter is not of a very recent date, but it is from a good quarter.

"I read the other day a piece in the Gazette of the United States, which proves, that your government still encourages abuse against this country. Among other proofs of stupid malignity, of which the article was made up, it was said, that our national institute, was not equal to the academy of Princeton; and that we were a people of rascals and atheists. *I know not whether your government believes it a means of restoring harmony to authorize as much as in them lies, invectives, such as our enemies alone dare utter, by encouraging the papers containing them; and thus actually paying for insulting the republic.* I cannot conceive what the federal government would be at; but of this I am convinced that they are sacrificing, as they have been doing all along, since the begining of this war, your plainest interests. They still exhibit the same ignorance of our resources, the same want of foresight, as to the inevitable result of the present hostilities. They are blind to the power of France, and will not see how greatly that power has increased by her alliances. We do not want war with you, *but your abandonment of the principles of the modern law of nations by a formal treaty, has indisposed us much; it has excited a mixture of contempt and indignation.*

"Common report informs us that Mr. Hamilton it soon to usher into light a production, of which he has been laying the foundation since 1783, and of which Pacificus and Camillus have been but trifling specimens. [We imagine the allusion is to Pickering's letter to Pinckney.] He is to prove in it that the alliance between France and America, has been a dark conspiracy from the begining; (George the third, was of this opinion also, and on this account Lawrence was confined in the tower, which he would have left for the scaffold, if ulterior events had not favoured him) that none but rascals can be the partisans of that alliance; that the conduct held towards France was such as they should have expected; and that this republic of scoundrels should be sent a packing, and a close union should take place with England; that the executive directory are a set of fools, and will be too lucky if they are sufferred to gain the good graces of the new allies by condescention.

"I wish Mr. Hamilton much satisfaction and to his readers the greatest pleasure; in the mean time we shall set about soundly beating our enemies in Europe, as a prelude to an honorable and advantageous peace, and then we shall turn our attention to the conduct of your government. We shall see whether they will persist in their *departure from the principles of the modern law of nations*—if they do, *the lucrative commerce they have with our islands, I foresee will be cut off.*"

—

The only thing worth notice in the foregoing article, is the *modesty* and *decency* of the introduction. It is a sample of that insolence which we should fatally experience, were the hopes of the nefarious atheistical faction to be realized, who are now busily employed in fabricating lies and slanders against our government. It is a direct attack on the freedom of the press; for it ought never to be forgotten, that the freest and most pointed remarks on the French revolution, which have appeared in the gazettes of this country, were copied from French papers, and first published in Paris. Bache says "the letter is not of a very recent date, but it is from a good quarter," and is from "information more to be depended on, [by our administration] probably, than that usually communicated to them by their agents in Europe." Our agents in Europe are known, our government publishes *their* information with their NAMES, but who or what are the correspondents of this editor? Condescend, great sir, to inform us, that the people may judge fairly. Those of our readers who have condemned themselves to the reading of the Aurora, will recollect the several articles in this pretended extract, more at large in the paragraphs of that paper, published only last winter, particularly that respecting Mr. Pickering's letter to Mr. Pinckney. It was repeatedly assorted, with a front of brass falsehood, that Mr. Hamilton was the author of that letter.

ADMIRAL JERVIS'S FLEET.

Extract of an official dispatch of Don Joseph de Cordova, Admiral and Commander in Chief of the Spanish fleet, to Don Juan de Langara, the Spanish Minister of Marine, relative to the action between the British and Spanish fleets, off Cape St. Vincent's, on the 14th February last.

(From the Madrid Gazette)

CADIZ, March 2.

"As soon as the English fleet was discovered, I ordered the squadron under my command to form itself into a line of battle; but the ships *El* Principe, Le Regla and L'Oriente remained so much to the leeward as to be unable to form the line, without running the risk of being cut off by the enemy, who made up towards us in good order, and crowding sail, as much as possible. I stationed them on the rear of the line, except the L'Oriente, with remained to the leeward of the enemy.

"The firing began at three quarters after ten o'clock, A. M. between the first ship of our rear which preceded La Santissima Trinidad' so that the centre and the van took no part in the action.

"At this period I made signal to the van to tack about, to make up to the enemy; but most of the ships being not able to hear my orders, I considered the loss of *El* Principe, Le Regla, and the rest of the rear-guard, certain.

"In another movement, which I ordered to double, and bring into action the combat with the centre and the advanced guard, the Santissima Trinidad came astern, and within musket-shot of the enemy's line, and sustained the whole of their fire.

"When the headmost ship of the English had passed through our rear, they tacked a bout: five or six other ships did the same, doubled us, and presented themselves on the other tack, keeping up a most vigorous fire. Having foreseen this manœuvre from the beginning of the action, I gave orders to the headmost ships to wear to the leeward of the enemy's rear-guard; & had this been practicable, the enemy would have been between two fires.

"The English, after their last manoeuvre, directed all their efforts against La Santissima Trinidad, that remained to the leeward; but Il Salvador del Mundo, Il San Joseff, El Soverano, and El San Nicholas, having, by my orders, fallen back to the rear, the signal was given at two o'clock, P. M. to bear up, crowd sail, and attack in all Points. La Santissima Trinidad, Il San Joseph. Il Mexicano, Il Sans Nicolas, and Il San Isidoro, alone held out the combat, with the whole Fleet of the enemy: Being at last dismasted and shattered, they were forced, some to strike, and the rest to cease the action—La Santissima Trinidad was all the evening taked by a three decker and three seventy fours; though she had 200 men killed or wounded, and all her rigging destroyed, she still fought during a whole hour, when the San Pablo, Pelayo, La Regla, El Principe having come to her assistance, the English retreated, carrying along with them, Il San Joseph, Il Salvador del Mundo, Il San Isidro, and San Nicholas, which had struck to them.

"I gave orders to remain in the same order of battle all night long, and to repair the damage which each ship had sustained.

"Few of my ships were absolutely able to come to action; I did not therefore, think it proper to pursue the enemy, who, at three o'clock P. M. were still E. S. E. of us, and I ordered the fleet under my command to steer South East, to double Cape St. Vincent's.

LEXINGTON, (Ken.) June 14.

We are credibly informed by a gentleman who returned from New Orleans last Sunday by land, that two vessels which had arrived there from New-York, or some one of the Eastern ports, had been permitted to dispose of their cargoes, during which time an embargo had been laid; however, they were shortly after permitted to depart, but before they proceeded any distance below Orleans, they were seized and prevented from proceeding on their voyage. Two other American vessels had been brought in there as prizes, one of which was laden chiefly with logwood; after the cargo was landed, the vessel was set up at public sale, and purchased by the Governor, who had her fitted out with 40 guns and 250 men, and sent off on a cruize.

There are now lying at the mouth of the Ohio, seven Row-Gallies, completely armed, belonging to the Spaniards.

☞ *THE Public are respectfully informed, that there will be no performance at the New Theatre until further notice.*

July 14.

Federal-Street Theatre.

NOTICE is hereby given, that the Trustees of the Boston Theatre, will receive Proposals from any person, or company, for the lease of the Theatre in Federal-street, for a term not exceeding five years.

Also, to be let, The Dwelling House part of the same building, and the cellar under the same. For terms of lease, inquire of

THOMAS BARTLETT, *Pro's Clk.*

Boston, July 5. d14t

CARD.

SYLVANUS BOURNE, Consul General of the United States to the Batavian Republic, begs leave hereby to make known to his friends and others, that he has lately established a Commission House at Amsterdam, under the firm of LANGE and BOURNE, by whom all orders for the sale and purchase of merchandize and of the various public stocks of the United States, for the negotiation of loans, &c. will be attended to with promptitude and fidelity, and on the most reasonable terms.

July 14. 3t

20 hhds. of New England Rum,

FOR SALE BY

Samuel Breck, jun.

No. 89, South Third-street.

July 14. 806t

CAUTION.

WHEREAS RICHARD LAKE has been attempting to sell a certain messuage or tenement and lot of ground, situated on the south side of Vine-street, in the city of Philadelphia, containing in breadth, on Vine-street, sixteen feet, and in depth, southward, seventy five feet, bounded on the north side by Vine-street, on the east by ground late of Samuel Rhodes and Sarah his wife, on the south by ground late of John Pemberton, and on the west by another lot then about to be granted to Joseph Hulings—This is therefore to caution all persons against purchasing the above described property, the same having been mortgaged by the said Richard Lake to William Spade.

SARAH SPADE.

July 14. e02w

A Special Meeting

OF the American Philosophical Society will be held at their Hall this evening, at 7 o'clock.

July 14.

THE Members of the Society of the Sons of St. GEORGE, established at Philadelphia, for the Advice and Assistance of Englishmen in Distress, are requested to attend a Quarterly Meeting of the said Society, at the City Tavern, on Monday the 24th of July, at 7 o'Clock in the Evening.

GEORGE DAVIS.

N.B. Several Members to be balloted for.

July 14. co4

Insurance Company of North America.

THE Dividend for the last half year, declared by the Directors this day, is one dollar on each share of the Stock of this Company; which will be paid to the Stockholders, or their representatives duly authorised to receive it, at any time after the 20th inst.

EBEN HAZARD, Sec'ry.

July 10. w&fs2 th

George Dobson,

No. 25 South Third-Street,

HAS imported per ships William Penn, Star, and Diana, from London,

5-4 Super London Chintz, elegant patterns,

Ginghams, Muslinetts and Dimities.

Fashionable Waistcoating, newest patterns.

Ribbands well assorted, in small trunks.

4-4 5-4 and 6-4 India and British Book-muslins.

Fancy Cloaths and Cassimers.

The whole to be disposed of cheap for Cash or approved Notes of a short date.

June 14, '97. d.tf.

WINDOW GLASS,

Of Superior Quality, and cheaper than any other in the City—

OF VARIOUS SIZES,

From 8 by 6 to 19 by 14,

By the single Box or Quantity, may be had at the Store of the Subscribers, corner of Arch and Front-street.

James C. & Samuel W. Fisher.

Philadelphia, June 9, 1797. 41wmwsf

Proposals

For carrying MAILS of the United States on the following Post Roads, will be received at the General Post-Office, in Philadelphia, until the 31st day of July next, inclusive.

MAINE.

1. From Brewer's or Scoodic by Machias, Chandler's river and Columbia, to Narraguagus once a week.

Leave Brewer's every Saturday at 2 P M, and arrive at Narraguagus the next Tuesday at 6 P. M—Returning, leave Narraguagus every Wednesday at 6 A M, and arrive at Brewer's the next Saturday by 10 A M.

2. From Narraguagus by Gouldsborough, Sullivan, Trenton, Bluehill, Custine, Penobscot, Buckston, Frankfort, Prospect and Belfast to Duck-Trap once a week.

Leave Narraguagus every Wednesday by 6 A M, and arrive at Duck Trap the next Saturday by 10 A M. Returning. Leave Duck Trap every Saturday by 2 P M and arrive at Narraguagus the next Tuesday by 6 P M.

3. From Duck Trap by Camden, Thomaston, Warren, Waldoborough, Newcastle, Wiscasset, Bath, Brunswick, Freeport and North Yarmout, to Portland once a week.

Leave Duck Trap every Saturday by 2 P M, and arrive at Portland the next Tuesday by 6 P M. *Returning.* Leave Portland every Wednesday by 6 A M, and arrive at Duck Trap the next Saturday by 10 A M.

4. From Portland by Biddeford, Welles and York, to Portsmouth.

April 15 to October 15. Leave Portland every Monday, Wednesday and Friday by 6 A M, and arrive at Portsmouth the same days by 6 P M. *Returning.* Leave Portsmouth every Monday, Wednesday and Friday at 9 P M, and arrive at Portland on the next day by 6 P M.

October 15 to April 15. Leave Portland every Monday and Thursday at 6 A M, and arrive at Portsmouth on Tuesday and Friday by 10 A M. *Returning.* Leave Portsmouth every Tuesday and Friday at 1 P M, and arrive at Portland every Wednesday and Saturday at 5 P M.

5. From Portland by North-Yarmouth, Freeport, Brunswick, Bath, Wiscasset, Dresden, Pittston and Hallowell Hook to Hallowell court-house, once a week.

Leave Portland every Friday at 8 A. M, and arrive at Hallowell court-house the next Saturday by 7 P M. *Returning.* Leave Hallowell court-house every Wednesday by 5 A M, and arrive at Portland on Thursday by 6 P M.

6. From Wiscasset by Dresden, Pittston, Hallowell Hook, Hallowell court-house, Winthrop, Monmouth, Green, New-Gloucester and Gray to Portland once a week.

Leave Portland every Monday by 6 A M. and arrive at Wiscasset on Wednesday noon. *Returning.* Leave Wiscasset on Wednesday at 3 P M, and arrive at Portland on Friday by 6 P M.

7. From Hallowell Hook by Vassalborough, Fort Halifax, Winslow, Fairfield and Canaan to Norridgewok once a week.

Leave Hallowell Hook every Wednesday at 11 A M, and arrive at Norridgewock on Thursday by 6 P M. *Returning.* Leave Norridgewock on Monday at 2 P M, and arrive at Hallowell Hook on Tuesday by 6 P M.

8. From Hallowell Hook to Farmington on Sandy river once in two weeks.

Leave Hallowell Hook every other Wednesday by 8 A M, and arrive at Farmington by 6 P M. *Returning.* Leave Farmington every other Thursday at 8 A M, and arrive at Hallowell Hook by 6 P M.

9. From Portland by Falmouth, Gorham, Buxton, Standish, Limerick, Parsonfield, Shapleigh and Lebanon to Berwick, once in two weeks.

Leave Portland every other Monday at 8 A M, and arrive at Berwick on Wednesday by noon.

Leave Berwick every other Wednesday at 2 P M, and arrive at Portland on Friday by 6 P M.

10. From Standish by Flinstown, Fryburg academy, Conway and Tamworth to Sandwick in New Hampshire once in two weeks.

Leave Standish every other Tuesday by 8 A M, and arrive at Sandwich on Wednesday by 6 PM. *Returning.* Leave Sandwich every other Thursday at 8 A M, and arrive at Standish on Friday by 6 P M.

11. From Wells by Waterboro', Sanford, Doughty's Falls, Berwick and Dover, to Portsmouth once a week.

Leave Wells every Tuesday by 6 A M, and arrive at Portsmouth on Wednesday by 10 A M. *Returning.* Leave Portsmouth every Wednesday by 2 P M, and arrive at Wells next Thursday by 6 P M.

NEW-HAMPSHIRE.

12. From Portsmouth by Dover, Rochester and Moultonborough to Plymouth, returning by New-Hampton, Meredith, Gilmantown, Nottingham and Durham to Portsmouth once in two weeks.

Leave Portsmouth every other Wednesday by 8 A M, and arrive at Plymouth the next Friday by 6 P M. *Returning.* Receive the mail at Plymouth every other Saturday by 8 A M, and return to Portsmouth the next Tuesday by 4 P M.

Note. "The post is to go and return on this route alternately."

13. From Portsmouth by Exeter, Chester, Londonderry, Amherst, Peterborough and Marlborough to Keene, once a week.

Leave Portsmouth every Thursday by 8 A M, arrive at Exeter by one P M, at Chester by 6 P M, and at Keene on Saturday by 4 P M *Returning.* Leave Keene every Monday by 8 A M, arrive at Chester on Tuesday by 4 P M, at Exeter on Wednesday by 9 A M, and at Portsmouth by 4 P M.

14. From Concord by Plymouth to Haverhill, once a week.

Leave Concord every Monday by 6 A M, arrive at Plymouth on Tuesday by 3 P M, and at Haverhill on Wednesday by 4 P M. *Returning.* Leave Haverhill every Thursday by 8 A M, arrive at Plymouth on Friday by 9 A M, and at Concord on Saturday by 4 P M.

15. From Exeter to Hampton Falls, three times a week from April 15 to October 15, and twice a week from October 15 to April 15.

Leave Hampton falls in one hour after the arrival after the arrival of the mail from Boston, and deliver it at Exeter in two hours, remain at Exeter two hours and return to Hampton Falls in six hours from the time of leaving it.

MASSACHUSETTS.

16. From Newburyport, Haverhill, Kingston, Exeter, New Market and Durham to Dover once a week.

Leave Newburyport every Monday by 10 A M, arrive at Dover on Wednesday by noon. *Returning.* Leave Dover on Wednesday by 3 P M, and arrive at Newburyport on Friday by 3 P M.

17. From Salem to Gloucester once a week.

Leave Gloucester every Wednesday by 7 A M, and arrive at Salem by 11 A M. *Returning.* Leave Salem every Wednesday by 1 P M, and arrive at Gloucester by 6 P M.

Note. Should this mail be carried in a stage it is to be carried as often as the stage runs, the hours desired to be stated in the proposals.

18. From Salem to Marblehead three times a week. Leave Salem every Monday, Wednesday, and Friday immediately after the arrival of the mail from Boston, and deliver it at Marblehead in one hour and an half, leave Marblehead in one hour and a half and return to Salem in two hours.

19 From Boston, by Andover, Haverhill and Chester to Concord in New Hampshire once a week.

Leave Concord every Monday by 6 A M, arrive at Chester by 2 P M, and arrive at Boston on Tuesday by 4 P M. Returning. Leave Boston every Friday by 9 A M, arrive at Chester on Saturday by 11 A M, and arrive at Concord on Saturday by 6 P M.

20. From Boston by Concord, Lancaster, Leominster and Ashburnham to Marlborough, Keene and Walpole in New Hampshire.

Leave Leominster every Thursday by 6 A M, arrive at Keene by 9 P M, and at Walpole on Friday by 10 A M. Returning. Leave Walpole every Saturday or Sunday by 5 A M, arrive a Keene by 9 A M, and at Leominster in the evening. Leave Leominster every Monday and Thursday by 6 A M, and arrive at Boston by 6 P M.

21. From Boston by Quincy, Hingham, Hanover, Plymouth, Sandwich, Barnstable, Yarmouth, Dennis, Harwich and Chatham to Truro once a week.

Leave Boston every Thursday by 3 P M, arrive at Sandwich on Friday by 6 P M, and at Truro the next Sunday by 6 A M. Returning. Leave Truro every Monday by 8 A M, arrive at Sandwich on Tuesday by 7 P M, and at Boston on Thursday by 10 A M.

22. From Sandwich by Falmouth and Holmes Hole to Edgarton once a weeek.

Leave Sandwich every Saturday by 1 P M, and arrive at Edgarton on Monday by 11 A M. *Returning* Leave Edgarton on Monday by 2 P M, and arrive at Sandwich on Tuesday by noon.

23. From Boston by Sharon, Mansfield, Norton and Taunton to Newport once a week.

Leave Boston every Monday by 6 A M, and arrive at Newport by 6 P M, on Tuesday. *Returning.* Leave Newport every Wednesday by 8 A M, and arrive at Boston on Thursday by 6 P M.

24. From Boston by Charleston, Medford, Woburn, Billerica, Chelmsford and Tyngboroegh to Amherst once a week.

Leave Boston every Thursday by 10 A M, and arrive at Amherst the next Saturday noon. *Returning.* Leave Amherst every Monday noon, and arrive at Boston on Wednesday by 3 P M.

25. From Boston by Randolph, Bridgewater, Raynham and Taunton to New Bedford.

From May 1 to November 1. Leave Boston every Monday, wednesday and Friday at 10 P M, arrive at Taunton the next day by 11 A M, and at New Bedford by 8 P M. *Returning.* Leave New Bedford every Sunday, Tuesday and Thursday by 10 P M, arrive at Taunton the next day by 11 A M, and at Boston by 8 P M.

From November 1 to may 1. Leave Boston every wednesday and Friday at 9 A M, arrive at Taunton by 8 P M, and at New Bedford on Thursday & Saturday by 8 P M. Returning. Leave New Bedford every monday and wednesday by 9 A M. arrive at Taunton by 8 P M, and at Boston on Tuesday and Thursday by 7 P M.

26. From New Bedford to Nantucket, twice a week from November 1 to May 1. Leave New Bedford every Friday and Monday by 6 A M, arrive at Nantucket in the evening. Leave Nantucket every Saturday and Tuesday by 10 A M, and arrive at New Bedford in the evening.

From may 1 to November 1. Leave New Bedford every monday, wednesday and Friday by 10 A M, and arrive at Nantucket in the evening. Returning. Leave Nantucket every Tuesday, Thursday and Saturday at 8 A M, and arrive at New Bedford in the evening, winds and tide permitting.

27. From Taunton by Dighton and Somerset to warren once a week.

Leave Taunton every wednesday by 5 A M, and arrive at warren by 10 A M. Leave warren by 1 P M, and arrive at Taunton by 6 P M.

28. From Boston by Dedham, Providence, Plainfield, Norwich, New London, Saybrook, Killingworth, Guilford and New Haven to New York three times a week.

From may 1 to November 1. Leave Boston every Tuesday, Thursday and Saturday by 10 A M, arrive at Providence by 6 P M, arrive at Norwich on wednesday, Friday and monday by noon, at New London by 3 P M, arrive at New Haven on Thursday, Saturday and Tuesday by noon, at Stanford by 9 P M, and at New York on Friday, monday and wednesday by noon. Returning. Leave New York every Tuesday, Thursday and Saturday by 10 A M, arrive at New Haven on wednesday, Friday and monday by 2 P M, at Norwich on Thursday, Saturday and Tuesday by noon, at Providence by 8 P M, and at Boston on Friday, Monday and wednesday by 1 P M.

November 1 to may 1. Leave Boston every Tuesday, Thursday and Saturday by 9 A M, arrive at providence the next days by 9 A M, at New London every Thursday, Saturday and Tuesday by noon, at New Haven on Friday, Monday and wednesday by 3 P M, at Stratford by 8 P M, and arrive at New York on Monday, wednesday and Friday by 11 A M. Returning. Leave New York every Saturday, Tuesday and Thursday by 11 A M, arrive at Stratford the next days by 8 P M, at New Haven on Tuesday, Thursday and Saturday by 9 A M, at New London on wednesday, Friday and Monday by 3 P M, at providence, Thursday, Saturday and Tuesday by 4 P M, at Boston on Friday, monday and wednesday by 3 P M.

29. From Boston by Dedham, mendon, pomfret and Tolland to Hartford once a week.

Leave Boston every Thursday by 7 A M, arrive at Hartford the next Saturday by 6 P M. Returning. Leave Hartford every monday by 8 A M, and arrive at Boston on wednesday by 5 P M.

30. From New Bedford to Newport once a week.

Leave New Bedford every Thursday by 6 A M, and arrive at Newport by 4 P M. Leave Newport every Friday by 8 A M, and arrive at New Bedford by 5 P M.

31. From Worcester by Rutland, Petersham and Northfield to Brattleborough once a week.

Leave worcester every Tuesday by 1 P M. and arrive at Brattleborough on wednesday by 6 P M. Returning. Leave Brattleborough every thursday by 6 A M, and arrive at worcester on Friday noon.

32. From Brookfield by Belchertown, Northampton, worthington, rittsfield and New Lebanon to Albany

Leave Brookfield every Tuesday and Friday by 9 A M, arrive at Northampton by 6 P M. Leave Northampton every wednesday and Saturday at 5 A M, arrive at rittsfield by 1 P M, and at Albany on Thursday and monday by 7 P M. Returniug. Leave Albany every wednesday and Saturday at 5 A M, arrive at rittsfield by 5 P M, at Northampton on Thursday and Monday by 7 P M, and arrive at Brookfield on Friday and Tuesday by 4 P M.

33. From Springfield by Westfield and Stockbridge to Kinderhook once a week.

May 1 to November 1. Leave Springfield every Tuesday by 3 P M, arrive at Kinderhook on Thursday by 6 P M. Returning. Leave Kinderhook every Friday by 9 A M, arrive at Stockbridge by 3 P M. Leave Stockbridge on monday by 6 A M, and arrive at Springfield by 7 P M.

November 1 to may 1. Leave Springfield every wednesday at 6 A M, and arrive at Kinderhook on Thursday by 2 P M. Returning. Leave Kinderhook on Thursday by 4 P M, arrive at Stockbridge on Friday noon Leave Stockbridge every Tuesday at 6 A M, and arrive at Springfield by 7 P M.

34. From Suffield by West Springfield, Northampton, Greenfield, Brattleborough, Westminster, Walpole, Charlestown and Windsor to Hanover twice a week.

Leave Suffield every Tuesday and Friday at A M, arrive at Northampton by 1 P M, at Walpole on Wednesday and Saturday by 5 P M, at Windsor on Monday and Thursday by 2 P M, and at Hanover by 7 P M Returning. Leave Hanover every Tuesday and Friday by 6 A M, arrive at Windsor by 1 P M, at Walpole on Wednesday and Saturday by 7 P M, and at Northampton on Monday and Thursday by noon, and at Suffield by 7 P M.

35. From Hanover by Oxford and Haverhill to Newbury once a week.

Leave Hanover every wednesday by 6 A M, arrive at Haverhill by 4 P M, and at Newbury by 5 P M. Returning. Leave Newbury every Thursday by 6 A M, arrive at Haverhill by 8 A M, and at Haverhill by 6 P M.

VERMONT.

36. From Windsor by Royalston, Randolph, Williamston and Montpelier to Burlington once in two weeks.

Leave Windsor every other Thursday by 6 A M, and arrive at Burlington the next Saturday by 6 P M. Returning. Leave Burlington every other Thursday by 6 A M, and arrive at Windsor on Wednesday by 6 P M.

37. From Windsor to Rutland once a week.

Leave Rutland every Monday by 7 A M and arrive at Windsor on Thursday by 6 P M. Returning Leave Windsor every Wednesday by 6 A M, and arrive at Rutland on Thursday by 6 P M.

38. From Burlington by Vergennes and Middlebury to Rutland onae a week.

Leave Burlington every Thursday by 8 A M, and arrive at Rutland on Saturday by 6 P M. Returning. Leave Rutland every Monday by 8 A M. and arrive at Burlington on Wednesday noon.

39. From Rutland by Manchester, Bennington, Lansingburg and Troy to Albany.

Leave Rutland every Monday at 8 A M, and arrive at Albany the next Wednesday by 6 P M. Returning. Leave Albany every Thursday by 8 A M, and arrive at Bennington by 7 P M. Leave Bennington on Friday by 8 A M, and arrive at Rutland on Saturday by 7 P M.

RHODE-ISLAND.

40. From Providence by Bristol and Warren to Newport.

Leave Providence every Monday, Wednesday and Friday by 7 A M, and arrive at Newport the same days by 5 P M. Returning. Leave Newport every Tuesday, Thursday and Saturday by 8 A M, and arrive at Providence by 4 P M.

41. From Providence by East Greenwich, Newport, South Kingston, Westerly and Stonington Point to New London once a week.

Leave Providence every Tuesday by 8 A M, and arrive at Newport by 6 P M, leave Newport every Wednesday by 6 A M, and arrive at New London on Thursday by noon. Returning. Leave New London on Thursday by 3 P M, and arrive at Newport on Friday by 6 P M, leave Newport on Monday by 7 A M, and arrive at Providence by 5 P M.

CONNECTICUT.

42. From Hartford by Windham to Norwich once a week.

Leave Hartford every Tuesday by 6 A M, and arrive at Norwich by 7 P M. Returning. Leave Norwich every Monday by 6 A M, and arrive at Hartford by 7 P M.

43. From Hartford by Middletown, Modus Landing and Colchester to New-London, once a week.

Leave Hartford every Tuesday at 1 P M, and arrive at New London on Wednesday by 7 P M. Returning. Leave New London every Thursday by 11 A M, and arrive at Hartford on Friday by 7 P M.

44. From Hartford by New Hartford, Canaan, Sheffield and Hillsdale to Hudson onee a week

Leave Hartford every Monday at 2 P M, and arrive at Hudson on Wednesday by 11 A M. Returning. Leave Hudson every Wednesday at 2 P M, and arrive at Hartford on Friday by 11 A M.

45. From Hartford by Litchfield, New Milford, Newtown, Danbury and Ridgefield to New York once a week.

Leave Hartford every Monday by 10 A M, arrive at Litchfield by 7 P M, at New Milford on Tuesday by 11 A M, and at New York on Thursday by 8 A M. Returnrng. Leave New York every Thursday by 4 P M, arrive at New Milford on Saturday noon, at Litchfield by 7 P M, and at Hartford on Monday by 8 A M.

46. From New-Haven by Derby, Southbury, Woodbury, Bethlem, Litchfield and Goshen, to Canaan, once a week.

Leave Canaan every Monday noon, arrive at Litchfield by 7 P M, and at New Haven on Wednesday by 10 A M. Leave New Haven every Wednesday by 2 P M, arrive at Litchfield on Thursday noon, and at Canaan by 7 P M.

47. From New York by White Plains, Bedford, Fredericktown, Dover, Sharon, Sheffield, Great Barrington, Stockbridge, Pittsfield and Williamston to Bennington

Leave New York every Monday, Wednesday and Friday at 5 A M, the next Wednesday, Friday and Monday at 6 P M. Returning. Leave Bennington every Thursday, Saturday and Tuesday by 5 A M, and arrive at New York the next Saturday, Tuesday and Thursday by 6 P M.

If the stages run but once a week on this route the mail is to leave New York every Monday at 5 A M, arrive at Bennington on Wednesday by 6 P M. Leave Bennington on Thursday by 5 A M, and arrive at New York on Saturday by 6 P M.

48. From New York by Yonkers, Peekskill, Fishkill, Poughkeepsie, Rhinebeck, Redhook, Clermont, Hudson, Claverac and Kinderhook to Albany three times a week.

Leave New York every Monday, Wednesday and Friday by 2 P M, arrive at Tarrytown by 8 P M Leave Tarrytown every Tuesday, Thursday and Saturday at 5 A M, arrive at Poughkeepsie by 7 P M. Leave Poughkeepsie Wednesday, Friday and Sunday by 5 A M, arrive at Kinderhook by 7 P M. Leave Kinderhook every Thursday, Saturday and Monday, at 5 A M, and arrive at Albany by 8 A M. Returning. Leave Albany Thursday, Saturday and Monday by 3 P M, arrive at Kinderhook by 7 P M. Leave Kinderhook Friday, Sunday and Tuesday, at 5 A M, arrive at Poughkeepsie by 7 P M. Leave Poughkeepsie Saturday, Monday and Wednesday, at 5 A M, arrive at Tarrytown by 7 P M. Leave Tarrytown every Sunday, Tuesday and Thursday, at 5 A M, arrive at New York at 11 A M.

49. From Albany by Troy end Lansingburgh, to Salem, once a week.

Leave Albany every Tuesday at 8 A M, arrive at Lansingburgh by 10 A M, and at Salem by 4 P M. Returning. Leave Salem every Monday, by 8 A M, and arrive at Albany by 5 P M.

50. From Salem by Granville, Fairhaven, Vergennes, Bason-Harbour, Willisboro', Peru and Plattsburgh, to Champlain-town, once in two weeks,

Leave Salem every other Wednesday by 5 A M, and arrive at Plattsburgh the next Sunday by 5 P M. Returning. Leave Plattsburgh every other Monday at 8 A M, and arrive at Salem the next Friday by 4 P M.

51. From Lansingburgh by Waterford, Stillwater, Fort Edward, Whitehall landing and Fairhaven, to Rutland, in Vermont.

Leave Lansingburgh every Thursday by noon, and arrive at Rutland the next Saturday by 6 P M. Returning. Leave Rutland every Monday by noon, and arrive at Lansingburgh on Thursday by 10 A M.

52. From Albany by Schenectady, Tripes Hill, Conajoharry, German Flatts, Old Fort Schuyler and Whitestown to Rome. *The times desired to be stated in the proposals.*

53. From Schenectady by Balltown Springs and Glensbridge to Sandy Hill once a week.

Leave Schenectady every Tuesday by 6 A M. and arrive at Sandy Hill by 4 P M. Leave Sandy Hill on Wednesday by 6 A M, and arrive at Schenectady by 4 P M.

54. From Tripeshill to Johnston once a week.

Leave Tripeshill in one hour after the mail arrives from Albany on Tuesday, arrive at Johnston in two hours, stay at Johnston two hours, and return to Tripeshill in two hours.

55. From Conajoharry by Cherry Valley to Cooperstown twice a week.

Leave Conajoharry every Wednesday and Saturday at 6 A M, and arrive at Cooperstown by 2 P M. Leave Cooperstown every Tuesday and Friday by 10 A M, and arrive at Conajoharry by 6 P M.

56. From Cooperstown by Butternuts and Oxford to Union once in two weeks.

Leave Union every other Monday by 10 A M, and arrive at Cooperstown on Wednesday by 5 P M. Returning. Leave Cooperstown every other Thursday by 6 A M, and arrive at Union on Saturday by 3 P M.

57. From Old Fort Schuyler by Cincinnatus to Oxford Academy once in two weeks.

Leave Old Fort Schuyler every other Thursday by 6 A M, and arrive at Oxford on Friday noon. Returning. Leave Oxford every other Friday by 2 P M, and arrive at Old Fort Schuyler on Saturday by 7 P M.

58. From Rome by to Rotterdam once in two weeks.

Leave Rome every other Thursday by 10 A M, and arrive at Rotterdam by 6 P M. Returning. Leave Rotterdam every other Friday by 9 A M, and arrive at Rome by 6 P M.

59. From Rome by Oneida, Onondaigua, Scipio and Geneva to Kanandaigua once a week

Leave Rome every Thursday by 10 A M, and arrive at Kanandaigua every Monday by 10 A M, Leave Kanandaigua every Monday by 10 A M, and arrive at Rome the next Thursday by 8 A M.

60. From Kanandaigua by Hartford to Niagara once in two weeks

Leave Kanandaigua every other other Monday by 10 A M, and arrive at Niagara the next Wednesday by 7 P M. Returning. Leave Niagara every other Friday by 6 A M, and arrive at Kanandaigua the next Monday by 6 A M.

61. From Rhinebeck by Kingston, Shawangunk, Wardsbridge, Goshen, Hamburg, Newtown, Johnsonburg and Hope, to Easton, once a week.

Leave Easton every Thursday by 3 P M, and arrive at Rhinebeck the next Sunday by 5 P M. Returniug. Leave Rhinebeck every Monday by 8 A M, and arrive at Easton on Thursday by 10 A M.

62. From New York by Hackensack, Paramus, New Antrim and Chester to Goshen once a week.

Leave New York every Friday at 7 A M, and arrive at Goshen on Saturday by 6 P M. Returning. Leave Goshen every Tuesday at 6 A M, and arrive at New York on Wednesday by 6 P M.

63. From Fishkill by Newburg and New Windsor to Goshen once a week.

Leave Fishkill every Wednesday by 7 A M, and arrive at Goshen by 5 P M. Leave Goshen every Tuesday at 7 A M, and arrive at Fishkill by 5 P M.

64. From New York by Jamaica, Huntington, Smithtown, Brookhaven, Suffolk, Southampton & Bridgehampton to Sagharbour once a week.

Leave New York every Thursday at 10 A M. and arrive at Sagharbour the next Saturday by 6 P M. Leave Sagharbour every Monday at 8 A M, and arrive at New York on Wednesday by 5 P M.

NEW-JERSEY.

65. From Woodbridge to Amboy three times a week.

Leave Woodbridge every Monday, Wednesday & Friday at 8 A M, and arrive at Amboy by 9 A M. Leave Amboy at noon and arrive at Woodbridge by 1 P M.

66. From Trenton by Allentown, Monmouth court-house, Shrewsbury, Middletown Point, Spotswood, New Brunswick, Somerset, New Germanton, Pittston and Flemington to Trenton once a week.

Leave Trenton every Tuesday by 10 A M, and return to Trenton the next Tuesday by 6 A M.

67. From Philadelphia by Taunton and Atsion to Tuckerton once in two weeks.

Leave Philadelphia every other Wednesday by 3 P M, arrive at Tuckerton on Thursday by 6 P M. Leave Tuckerton every other Tuesday by 6 A M, and arrive at Philadelphia on Wednesday by 9 A M.

68. From Philadelphia by Woodbury, Swedesborough, Woodstown and Salem to Bridgetown once a week.

Leave Philadelphia every Wednesday afternoon by 3 o'clock, and arrive at Bridgetown on Friday by 2 P M. Leave Bridgetown on Saturday at 8 A M, and arrive at Philadelphia on Wednesday at 9 A M.

69. From Philadelphia by Jenkintown, Plumstead and Pipers by Bethlehem to Easton once a week.

Leave Philadelphia every Wednesday by 10 A M, and arrive at Easton on Thursday by 2 P M. Returning. Leave Easton every Monday at 9 A M, and arrive at Philadelphia on Tuesday by 3 P M.

70. From Plumstead by Pipers and Alexandria to Pittston once a week.

Leave Plumstead every Thursday by 5 A M, arrive at Pittston by 11 A M. Leave Pittston by 1 P M, and arrive at Plumstead by 7 P M.

71. From Easton to Wilkesbarre once a week.

Leave Easton every Thursday by 3 P M, and arrive at Wilkesbarre on Saturday noon. Returning. Leave Wilkesbarre every Tuesday noon, and arrive at Easton every Thursday by noon.

72. From Philadelphia by Norristown, Trap, Pottsgrove, Reading, Lebanon and Harrisburg to Carlisle.

October 15 to April 15. Leave Philadelphia every Tuesday and Thursday at sunset, arrive at Reading every Thursday and Saturday at 4 P M. Leave Reading every Friday at 8 A M, arrive at Carlisle every Sunday by 11 A M. Returning Leave Carlisle every Sunday by 2 P M, arrive at Reading on Tuesday by 4 P M, leave Reading every Wednesday and Monday by 8 A M, and arrive at Philadelphia on Thursday and Tuesday by 4 P M

April 15, to October 15. Leave Philadelphia every Wednesday and Friday at 8 A M, arrive at Reading on Thursday and Saturday by 11 A M. Leave Reading every Thursday noon, and arrive at Carlisle the next Saturday by 11 A M. Returning. Leave Carlisle every Monday noon, arrive at Reading on Tuesday by 7 P M. Leave Reading every Wednesday and Monday at 8 A M, and arrive at Philadelphia on Thursday and Tuesday by 9 A M

73. From Reading by Hamburg, Sunbury and Northumberland to Louisburg once a week.

Leave Reading every Friday at 6 A M, and arrive at Louisburg on Monday by 10 A M. Returning. Leave Louisburg every Tuesday noon, and arrive at Reading on Thursday by 4 P M.

74. From Harrisburg by Petersburg, Millerstown, Thompsontown, Mifflintown, Louistown, Huntingdon, Alexandria, Centre Furnace, Belle Fount, Milesburg, Aaronsburg, Mifflinburg, Louisburg, Northumberland, Sunbury and Halifax to Harrisburg once in two weeks.

Leave Harrisburg every Saturday by 6 A M, waiting at each post office which shall be established on the route, two hours, and return again to Harrisburg the next Monday by 8 A M.

75. From Somerset by Connellsville to Union once a week.

Leave Somerset every Thursday by 5 A. M. arrive at Union by 4 P. M. Leave Union every Friday by 8 A. M. and arrive at Somerset by 7 P. M.

76. From Pittsburg by Cannonsburg, Washington, West Liberty and Wheeling, to the mouth of Fishing Creek, once a week.

Leave Pittsburg every Friday by noon, and arrive at Fishing Creek on Sunday by 9 A M. Returning. Leave Fishing Creek every Wednesday by 4 P M, and arrive at Pittsburg the next Friday by 10 A M.

77. From Preston by Washington to Cincinnati once a week.

Leave Preston every Friday at noon, arrive at Washington by 8 P M, and at Cincinnati the next Monday noon. Returning. Leave Cincinnati every Tuesday at 6 A M, and arrive at Washington on Wednesday by 5 P M. Leave Washington at 9 P M, and arrive at Preston on Friday by 11½ A M.

From Petersburg by City Point to Bermuda Hundred, three times a week.

Leave Petersburg every Monday, Wednesday and Friday by 6 A M, and arrive at Bermuda Hundred by 10 A M. Leave Bermuda Hundred by 11 A M, add arrive at Petersburg by 3 P M, on the same days.

KENTUCKY.

78. From Washington by Springfield, Bourbon, Lexington, Frankfort and Harrodsburg to Danville once a week,

Leave Washington every Saturday by 8 A M, and arrive at Danville the next Monday by 5 P M. Returning. Leave Danville every Tuesday by 8 A M, and arrive at Lexington on Wednesday noon, and at Washington on Thursday by 6 P M.

79. From Danville to Louisville by Beardstown once in two weeks.

Leave Danville every other Tuesday by noon, arrive at Louisville the next Thursday by 3 P M. Returning Leave Louisville every other Friday by 6 A M, and arrive at Danville on Saturday by 6 P M.

80. From Danville by Stamford and Cumberland Gap to Moffat's store in Tennessee once a week.

Leave Danville every Monday at 2 P M. and arrive at Moffat's store the next Thursday by 6 P M. Leave Moffat's store every Friday by 6 A M, and arrive at Danville on Monday by 10 A M.

TENNESSEE.

81. From Knoxville by South West Point and Fort Blount and Craig Fort to Nashville once in two weeks.

Leave Knoxville every other Tuesday by 8 A M, and arrive at Nashville the next Monday by 9 A M. Returning. Leave Nashville every other Monday by 3 P M, and arrive at Knoxville the next Saturday by 8 P M.

MARYLAND AND VIRGINIA.

82. From Baltimore by Elliott's Lower Mills, Montgomery court-house, Charlesburg, Leesburg, Middleburg and Warrenton to Culpeper court-house, once a week.

Leave Baltimore every Monday noon, arrive at Leesburg on Tuesday evening, and at Culpeper Court House the next Thursday noon. Returning. Leave Culpeper court-house every Friday noon, and arrive at Baltimore the next Monday by 9 A M.

83. From Allen's Fresh by Ludlow's Ferry to Port Conway in Virginia.

Leave Allen's Fresh every other Monday by 6 A M, arnd arrive at Port Conway by 6 P M. Returning. Leave Port Conway every otner Tuesday by 8 A M, and arrive at Allen's Fresh by 7 P M.

84. From Morgantown by Petty John to Clarksbury once in two weeks.

Leave Morgantown every other Monday by 5 A M, and arrive at Clarksburg by 5 P M. Returning. Leave Clarksburg every other Tuesday by 8 A M, and arrive at Morgantown by 8 P M.

85. From Todd's to King and Queen Court H. once a week.

Leave Todd's every Thursday by 9 A M, arrive at King and Queen by 11 A M. Leave King and Queen at 1 P M, and arrive at Todd's by 6 P M.

86. From Halifax by Danville to Caswell court-house once in two weeks.

Leave Halifax court-house every other Tuesday by 2 P M, arrive at Caswell court-house the next Wednesday by 6 P M. Returning. Leave Caswell C.H. every other Thursday by 6 A M, and arrive at Halifax court house on Friday by noon.

87. From Petersburgh by Suffex court house and Southampton court house to South Quay, once in two weeks.

Leave Petersburg every other Wednesday by 6 A M and arrive at South Quay on Thursday by 6 P M. Returning. Leave South Quay every other Monday by 6 A M and arrive at Petersburg on Tuesday by 3 P M.

NORTH-CAROLINA &c

88. From Newbern to Beaufort and Swansboro' once in two weeks, the mail to go alternately.

Leave Newbern every other Thursday by 6 A M, remain at each of the offices two hours, and return to Newbern the next.

89. From Wilmington by Georgetown to Charleston, once a week.

Leave Wilmington every Monday by 6 A M and arrive at Charleston the next Thursday by 10 A M. Leave Charleston every Thursday by 3 P M and arrive at Wilmington the next Sunday by 5 P M.

90. From Norfolk by Kempsville, Great Bridge and North West River Bridge to Jonesboro', once in two weeks.

Leave Norfolk every other Wednesday at 9 A M and arrive at Jonesboro' on Thursday by 7 P M Returning. Leave Jonesboro' every other Monday by 10 A M and arrive at Norfolk on Tuesday by 6 P M.

91 From North West River Bridge by New Lebanon to Elizabeth city, once in two weeks.

Leave North West River Bridge every other Friday by 6 A M add arrive at Elizabeth city by 6 P M. Leave Elizabeth city every other Saturday by 6 A M, and arrive at N. W. river bridge by 6 P M.

92. From Salem, N. C. by Bethania, Flower-Gap Grayson court-house and Austinville to Wythe court-house once in two weeks.

Leave Salem every other Saturday by 6 A M, and arrive at Wythe C. H. the next Mon. by 6 P M. Leave Wythe court-house every other Tuesday by 9 A M, and arrive at Salem the next Thursday by 6 P M.

93. From Murfreesboro' by South Quay to Suffolk once a week.

From Murfreesboro' every Wednesday by 6 A M, arrive at Suffolk by 6 P M. Returning. Leave Suffolk every Tuesday by 6 A M, and arrive at Murfreesboro' by 6 P M.

94 From Fayetteville to Pittsburg once in two weeks.

Leave Fayetteville every other Wednesday by 6 A M, and arrive at Pittsburg on Thursday at 10 A M. Leave Pittsburg every other Thursday by 2 P M, and arrive at Fayetteville on Friday by 6 P M.

GEORGIA AND SOUTH-CAROLINA.

95. From Augusta by Robinson at the White Ponds and Gillets mills to Coosahatchy, once a week.

Leave Augusta every Tuesday by 8 A M and arrive at Coosahatchy on Wednesday by 7 P M. Returning. Leave Coosahatchy every Sunday at 6 A M and arrive at Augusta on Monday by 5 P M.

96. From Georgetown to Rocky Landing in Georgia, once in two weeks.

Leave Georgetown every other Monday at 6 A M, and arrive at Rocky Landing at 5 P M. Returning. Leave Rocky Landing every other Tuesday by 6 A M and arrive at Georgetown by 6 PM.

NEW JERSEY.

97. From Newtown by Hackettstown, Morristown and Chatham to Newark, and from Newark back by Chatham, Morristown, Booneton, Rockaway and Sparta to Newtown, once a week.

Leave Newtown every Thursday by 5 A M and arrive at Newark on Friday by 10 A M. Leave Newark every Friday by 2 P M, and arrive at Newtown on Saturday by 6 P M.

Note 1. The Post Master General may alter the times of arrival and departure at any time during the continuance of the contracts, he previously stipulating an adequate compensation for any extra expense that may be occasioned thereby.

Note 2. Half an hour shall be allowed for opening and closing the Mail at all offices where no particular time is specified.

Note 3. *For every hour's delay (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the Contractor shall forfeit one dollar, and if the delay continue until the departure of any depending Mail, whereby the Mails destined for such depending Mail, lose a trip, an additional forfeiture of five dollars shall be incurred.*

Note 4 Newspapers as well as Letters are to be sent in the Mails; and if any person making proposals desires to carry newspapers other than those conveyed in the mail, for his own emolument, he must state in his proposals for what sum he will carry it with that emolument and for what sum without that emolument.

Note 5. Should any person making proposals desire an alteration of the times of arrival and departure above specified, he must state in his proposals the alterations desired, and the difference they will make in the terms of his contract.

Note 6. Persons making proposals are desired to state their prices by the year. Those who contract will receive their pay quarterly, in the months of January, April, July and October.

Note 7 The contracts are to be in operation on the first day of October next, and continue for four years, until the first of October 1801—excepting contracts for the routes No. 8, 9, 10, 31, 36, 50, 51, 57, 60, 74, 76, 77, 80, 81, 83, 84. 87, 90, 91, 92, 96—which are to continue for two years until the 31st of October, 1799.

JOSEPH HABERSHAM,
Post-Master General.

General Post-Office, Philadelphia,
May 27th, 1797.
June 1. 2awtJ21